



TESTED:

BMW S 1000 RR, BAYLISS INTERVIEW

BIKES

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GSX-S STREET SPORTS

OWN THE ROADS!

**'PITTY TESTS
SALOM'S NINJA**

**INSANE
GSX-R1100**

**MUGELLO MAGIC
TRACK DAY...**

TWEAKED CUSTOM-FRAMED 1100 SLABIE FIGHTER, SALOM ZX-10R, ZX-12R DRAG BIKE, GSX1400 SLEEPER
TESTED WORLD LAUNCH REPORT GSX-S1000, BMW S 1000 RR, YAMAHA TRACER, '09 S 1000 RR
FEATURES KNEE DOWN PICS, SHOW US YOURS! PAINTING PART 1, RACE TUNING, LONG TERMERS, ASBK

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THIS ISSUE IS DEDICATED TO SCOTT WINDSOR. HIS BIKES MADE US ALL GRIN!

FLYING HIGH

G'day,

I'm penning this editorial at 31,000ft in an A380, somewhere above Africa en-route to Australia from Spain. I was lucky enough to be invited to the World Press Test of the all-new GSX-S1000 and I've gotta say, it's a bloody good bike. You can read about that on pages 30-39...

Although a lot of my job is management of content, budgets, advertising sales related stuff and basically sitting at a desk stressing out – being a magazine editor definitely has a good side. Sometimes it can be a really good side. I'm talking about bike launches...

Some are complete disasters and some are fantastic. This one I've just been to slots into the fantastic tray. It was a ripper... lots of riding and access to engines – and the invitation arrived at a good time...

You see, I had huge expectations for this year – as I dubbed it in a recent issue, '2015 – The Year Of The Sportsbike'.

After EICMA I envisaged *Rapid Bikes* being full of ball-tearing sportsbike and performance tests and launch reports. After a real drought of these wicked machines we love so much, 2015 suddenly arrived and there were new sportsbikes being announced every other day. However, it all went quiet...

No Australian press were invited to any of the new International sportsbike launches and we missed out on an invite to a few nakedbike launches. So if you have been wondering why our pages and our website have been missing the bike reviews on all the latest rapid machines, the reason is we haven't ridden them! For me it's a real missed opportunity – there were more new models than I've seen in over a decade.

Our local marketing managers do their best with what they have to work with and we have to stick to domestic launches, which of course for Australia often come later in the year – a long wait to decide on which bike to buy for magazine and website

readers... and I know I get a lot of letters from those of you who purchase after reading our test articles...

We did receive an invitation to the locally run YZF-R1 launch, which was a relief, and we recently went to the Aussie S 1000 RR launch (see pages 40-44), so we've been able to bring you those.

Just when the frustration was getting the better of me, the email account pinged... Good old Suzuki – an invitation to Alicante, Spain, to ride the new pride of the fleet – the highly anticipated GSX-S1000 nakedbike with the K5 engine...

Good on Suzuki Australia for taking the bike so seriously and for sending not one but three members of the Australian press to attend the GSX-S launch. I for one know you lot trust and want my opinion – not a purchased article from an overseas journo.

Sure, these have to do at times, but the only tests I truly want and value are those by my contributors or myself. We can tell you what a bike is going to be like here in our own conditions... and more importantly as an editor who likes a good solid honest opinion, to experience the bike myself, or for my team to, is the surest way for me to be confident I am providing you with an accurate report.

See you on the back wheel!

Jeff Ware



"To experience the bike myself, or for my team to, is the surest way for me to be confident I am providing you with an accurate report"

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KNEE DOWN

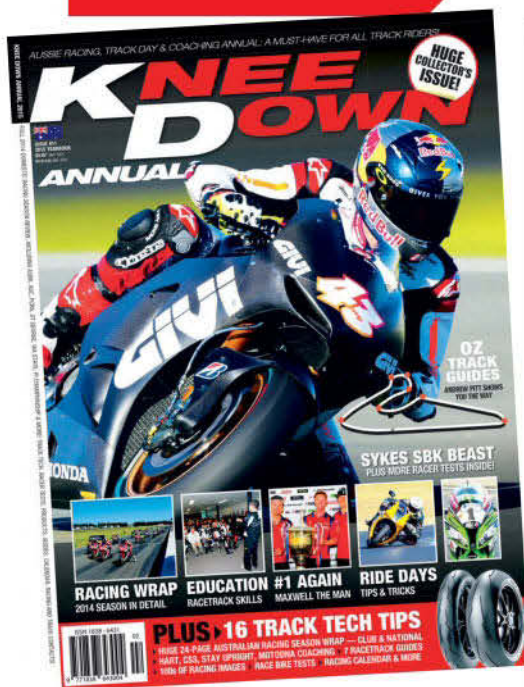
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KNEE DOWN ON SALE NOW!

This issue is a bumper 180-page all-track magazine with a review of the 2014 Aussie racing season as well as a guide for all-things track related from technical tips and tricks to coaching and product reviews and tests.

Of course, *Knee Down* would not be complete without our famous track guides and we have our seven favourite local tracks covered corner by corner.

We have Track Tech articles for you on tank grips, tuning, accessories, brakes, maintenance, tyres, screens, oils, exhausts, crash protection and even bike transporting. We also have special features on behind the scenes race stuff and plenty of glossy images from the past 12-months on track and in the pits.

Our education articles this issue are fantastic. We have stories on Stay Upright, MotoDNA, HART and California Superbike School as well as social ride day features like the Team Green Kawasaki Ride Days. For racing fans you will find comprehensive season wraps on ASBK, ASC, FX, Honda RJays St George Series, BEARS National and Club, PCRA, WA State Titles, MRRDA and Philip Island Superbike Championship.

Grab a copy now!

BMW INSURANCE SUPPORTS CSS

BMW Motorrad is thrilled to announce the partnership of BMW Financial Services, Allianz Australia Insurance and California Superbike School (CSS). The new partnership provides comprehensive insurance to all BMW motorcycle owners, currently insured by BMW Insurance, when completing Level One of CSS at two world-

class tracks - Phillip Island Circuit and Sydney Motorsport Park.

For details on California Superbike School Level One and other courses go to superbikeschool.com.au

For information on all BMW Insurance products see your local BMW Motorrad dealer, or bmwmotorrad.com.au



MCKENNA & YMI TEAM UP

Yamaha Motorcycle Insurance (YMI) has announced a partnership with professional street motorcycle stunt rider, Dave Mckenna. Mckenna's passion for Yamaha and amazing skills on a motorcycle are clearly evident at every one of his performances. That passion also extends beyond his street bike stunt performances, to his continual support for his personal charity organisations and events.

"We are proud to be associated with someone of the talent and character of Dave Mckenna, and are extremely excited about this new partnership. We look forward to seeing more of his very popular crowd

pleasing shows," says YMI General Manager Carly Robinson. To find out more visit yamaha-motor.com.au or davemckenna.com.au



TRIUMPH SPEED 94

In 2015, the heritage and passion of 21 years of the Speed Triple family is reflected in two special editions – the Speed 94 and Speed 94 R. With styling cues, paint schemes, decals and cosmetic additions designed to hark back to the original classic, the Speed 94 and Speed 94 R combine the handling prowess, performance refinements and convenience of the modern Speed Triple and Speed Triple R with the celebrated history of an icon. The Speed 94 and Speed 94 R will be available in Jet Black and Racing Yellow. Check out triumphmotorcycles.com.au



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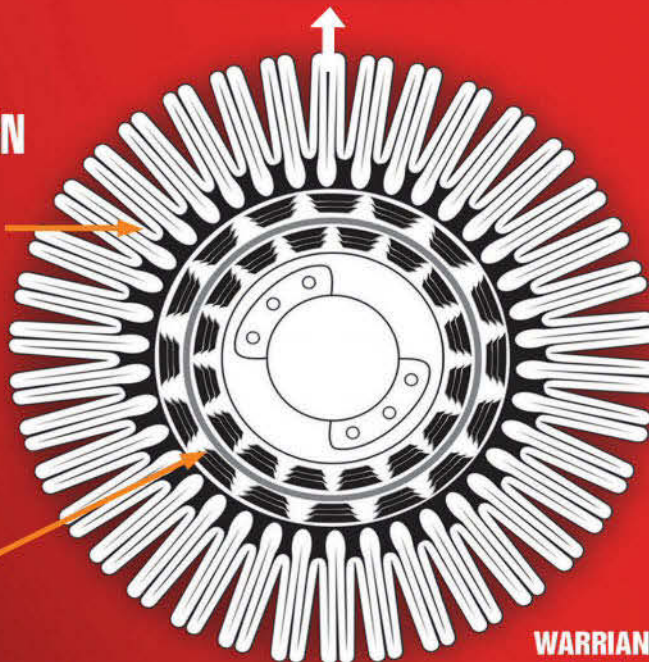
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SYDNEY MOTORCYCLE SHOW

The Motorcycle Show is back in Sydney for 2015, with over 130 exhibitors to once again showcase the largest range of motorcycles, accessories and services, at the Sydney Showgrounds at Sydney Olympic Park, in Homebush. The date's set for the weekend of November 20th to 22nd and tickets are available now from troybaylisevents.com



RIDE WINNERS

Congratulations to the lucky six winners of a copy of RIDE!

- JAY** - I'm in grave trouble! I'm heavily addicted to motorbikes and PS4 and am about to loose my license for being naughty, Rapid and RIDE please help!!!
- Chris** - I need RIDE because I'm broke and it is the only way I will ever be able to ride all these bikes. Also give me a job. I'm a mechanic by trade and am not entirely illiterate.
- Daniel** - With my 2004 GSX-R1000 the limit of my monetary capacity right now, the only dream bikes I can ride are virtual - in RIDE!!



- Rohit Kumar** - I've got an Xbox One and pretty much only ever ride motorcycles in any game that has them. Been a gamer since day one and gotta get RIDE! I have a Hyosung GT250R.
- Stan Searell** - I have a 2003 Aprilia RSV1000R and I don't get to 'RIDE' as much as I would like but this would be great to get my boys into riding. We have a PS4.
- Mat Tansley** - 2007 Suzuki GSX-R750. I've been praying for a game to truly encapsulate racing and customising motorcycles and RIDE will now take the throne as the ultimate motorcycle game. Xbox One.

ST GEORGE MCC

For the St George Motorcycle Club, 2015 marks its 100-year anniversary, with the Club hosting a Gala Anniversary dinner on Saturday the 11th of July, at The Novotel in Brighton Le Sands, NSW from 6:30pm. There's only 350 tickets available at \$85 each, which includes dinner and soft drinks, as well as an anniversary memento. Visit stgeorgemcc.com to grab a booking form!



DIGITAL EDITION

Rapid Bikes Magazine is also available in digital editions through both Zinio or iTunes for very reasonable prices, if you prefer the portability of reading on a phone or tablet. Check it out at au.zinio.com or on itunes.com.au.



SPIDI

Moto National are happy to announce they are the Australian distributor for Spidi and will have the range available from June. This joins the huge variety of brands already offered, including Kabuto (including the new RT333) and RXT helmets, Five gloves, Motodry and much much more. Check out motonational.com.au for the full range.



1299 PANIGALE



The NEW 1299 Panigale

The Apex of Performance

Breathtakingly stylish, the new 1299 leaves no room for compromise when it comes to technical excellence. With an unprecedented 116mm bore, the 1285cc Superquadro engine delivers an incredible 144.6Nm of torque and 205hp of pure adrenaline.

With a dry weight of just 166.5kg, the innovative monocoque chassis now has a steering head angle of 24° to guarantee improved turn-in and increased agility when cornering, while the swingarm pivot is 4mm lower improving rear grip.

State-of-the-art electronics ensure maximum performance and safety including the Bosch Inertial Platform for cornering ABS and DTC, Ducati Wheelie Control (DWC), Ducati Quick Shift - Up / Down (DQS), full RbW with both Riding and Power modes. The S version also features semi-active suspension and electronic steering damper controlled by the Öhlins Smart EC system.

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MA ELITE PERFORMANCE ACADEMY

16 riders from across the road race, motocross, enduro and speedway/dirt-track disciplines will be invited to participate in the first phase of the Elite Performance Academy program on the Gold Coast from June 12-14, 2015. From that camp, eight riders will be selected for the final EPA squad, which will expose the nation's top young riders to world's best practice in training and development according to EPA Exercise Physiologist Tim Cole.

"MA is currently in the process of assembling a performance team with extensive experience in a wide range of elite sporting environments to give our riders access to the best in sports science, strength and conditioning, sport psychology and coaching." Cole added the introduction of the EPA would put Australia at the forefront of rider development in the world of motorcycling.

RIP SCOTT WINDSOR



We were saddened to hear the news that Scott Windsor has passed away after a tough battle with Motor Neuron Disease. Scott has had a few bikes in *Rapid Bikes* including his Turbo Diavel built by Jamie Leroy Bezzina and next issue will have his Jaffa and ex Troy Bayliss Desmo RR. He was too young and our condolences go to the Windsor family.

EBR CLOSES

Erik Buell Racing has ceased operations, with funding purportedly falling through, leaving the company with \$20 million in outstanding liabilities. It has sought protection under a form of Wisconsin bankruptcy protection, with Erik Buell continuing to work with the receiver to provide support to the dealers and customers, while remaining hopeful for the future. Urban Moto Imports Australia, the Australian EBR importer released a statement saying, "We cannot report to you any official notifications of any changes. So until such time it is business as usual for EBR in Australia and New Zealand. We will update you immediately once we have news from EBR head office in the USA."



DUCATI SCRAMBLER EVOTECH

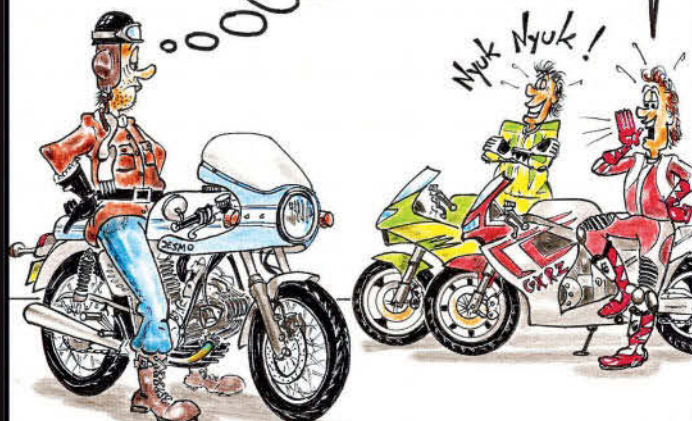
Gowanloch Ducati have just let us know they'll be importing the full Evotech range for the new Ducati Scrambler, so if you're planning on adding one to your shed and are thinking some Evotech Performance accessories, look them up. ducati-gowanloch.com

THROTTLIN' IT

AIN'T IT SUCH A SHAME THAT YOUTH IS WASTED ON THE YOUNG

Yo gramps, I hear that there thingy of yours was Fred Flintstone's old ride!

Ahhh the poor misguided yuppy larvae. Wonder if their plastic contraptions, which are held together with paper clips and Perkins Paste will still be around in 40yrs or so? Me thinks not!



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INDUSTRY PROFILE

MATT REILLY

NICKNAME: MATTY **HOMETOWN:** WERRIBEE, VIC
AGE: 24 **OCCUPATION:** MARKETING ASSISTANT –
 MOTORCYCLES, AT SUZUKI AUSTRALIA



BACKGROUND:

I grew up around bikes as my dad used to race motocross and enduros but it wasn't until I was around 12 years old that I got bitten by the bug.

CAN YOU EXPLAIN YOUR ROLE?

I primarily handle the digital side of things. I also liaise with the media and make sure they have all the information they need about our products and help out with events.

HOW DID YOU GET INTO THIS INDUSTRY?

I've been in the industry my whole working career, started out when I was 16 at the local dealership sweeping floors and cleaning bikes and have worked my way up from there. I've just ticked over two years now with Suzuki Australia, it's been a blast.

WHAT ARE YOUR AMBITIONS AND GOALS WITHIN THE INDUSTRY?

Continue to learn, grow and develop my

career within the industry. Suzuki is a great company to work for with exceptional product.

WHAT ARE SOME HIGHLIGHTS OF YOUR CAREER?

Being up close with the new GSX-RR MotoGP machine when the team were out at Phillip island testing last year and having just attended the new GSX-S1000 worldwide launch in Spain.

WHO INSPIRES YOU?

My hero growing up was Ricky Carmichael, watching how he dominated the AMA scene was incredible and the amount of effort he put into his racing.

DO YOU RIDE?

Yes! (See pictures.)

WHAT BIKES DO YOU OWN?

RM-Z450 for motocross and RMX450Z for trail riding but I think there's some room in the shed for a GSX-S1000!

WHAT ARE YOUR HOBBIES AND INTERESTS OUTSIDE MOTORCYCLING?

If I'm not out riding you'll find me in the garage tinkering around.

WHAT WOULD YOU NEVER DO AGAIN?

Be the 'talent' in a press ad.

WHAT'S YOUR WORST HABIT?

Buying motocross gear! Every time something fresh comes along I just have to have it, I've got like 10 sets of gear and six helmets now, it's getting a bit out of hand.

WHO COULDN'T YOU DO IT WITHOUT?

I'd have to say my parents. I've been very fortunate to have had a great upbringing which has helped me get to where I am today. **RB**

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THE GOODS



WARM RIDING

Winter can be a lot warmer with the help of the ChillOut specialised wind-proof motorcyclist base layers from Oxford Motorcycle Accessories.

Each garment features a windproof, water resistant outer layer that provides an effective barrier against wind chill and an anti-bacterial treatment to eradicate odours. The material is also super breathable and lightweight, complimented by the flat-lock seams which make the ChillOut range tougher and more comfortable, acting like a second skin. The Oxford ChillOut range includes trousers, jacket, shirt, balaclava, turtleneck, neck tube, gloves, knee warmers and socks. It's a win win with Oxford.

Pants and shirt pictured are \$99.95 and \$119.95 RRP respectively. **Ficeda.com.au**



CHAIN & SPROCKETS

Looking to enhance your street appeal or increase the wear life out of your chain and sprocket? Blueprint Engineering's new range of chain and sprocket kits are the answer. The new range of metallic coloured chains come in a large range of awesome colours as well as gold and standard and are suitable for bikes up to 1400cc. Kits are available for road and race and come with a Supersprox rear and front sprocket plus coloured EK chain of your choice. Prices start from \$180.00 RRP. **BPEmotorcycles.com.au** or call 08 8384 4777

POWERED HEAT

Head into the winter season knowing you've got it covered with the HG1 Plus glove. With a Hipora breathable-waterproof membrane, 200g Thinsulate lining, thermal insulating and gusseting to keep warmth inside the glove. A single control button offers control of three heating levels, with a zipper for easy-on and off. Other features include knuckle shells and palm sliders, leather palms, index and middle finger reinforcement and a reflective logo and strip for night visibility and added safety. Designed for long-distance rides in winter conditions. \$349.95 RRP.

MotoNational.com.au



MOTODRY SPORT

Winter means wet weather and there's nothing worse than wet feet, with MotoDry Sport boots offering the ideal solution. Constructed of high-tech Lorica' materials, a double-stitched outer assembly, molded TPU shin, outer ankle, heel and achilles support and protection, plus toe sliders, a TPU shift pad, and Sport/Tour fit with stretch panels for ultimate comfort.

The MotoDry Sport is 100 per cent waterproof and breathable.

Available in men's sizes 41-48 for \$199.95 RRP.

MotoNational.com.au



COOL RUNNINGS

If your bike is running hot, then you're not getting peak performance. Reducing heat in the closed loop cooling system helps to maintain your bike's optimum horsepower and we have the solution – LP High Performance Street Bike Coolant. Tested and dyno rated the number one coolant on the market. Propylene glycol based, phosphate free, virtually non-toxic and biodegradable. Available in a 3.78L bottle. Boiling point protection up to 126.6°C, freezing point protection down to -34°C. \$58.00 RRP at all good motorcycle stores. **Silkolene.com.au**

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BEAMA BITS

These newly released items from the UK factory will please the most discerning rider, including the Powerbronze Airflow Screen for the 2015 S 1000 RR from \$122 RRP, a Hugger for the 2014-15 S 1000 R from \$234 RRP and a much needed but very classy Belly Pan from \$244 RRP. These items join the existing items in the Powerbronze range for these bikes so get online and check them out!

Remember unlike many other suppliers all Powerbronze items are manufactured exclusively in their own UK factory and are always approved with TUV Quality Standards. Ask at your favourite bike shop or visit Powerbronze.com.au



ZX-10R RACE TOOLS

Woolich Racing have released Race Tools for the 2008-2015 ZX-10R. The Race Tools package allows you to add launch control, quickshifter and pit speed limiter to the stock ECU.

Race Tools was used by Mike Jones in his domination of Round 2 of the Australian Superbikes at Morgan Park. Race Tools can be purchased for \$380 USD RRP from the Woolich Racing website. WoolichRacing.com

COLIN EDWARDS LID

This new Corsair-V pays tribute to the career of Colin Edwards and features a newly designed shell with Hyper-Ridge for enhanced shell strength, a larger bottom opening, peripheral belting across the forehead area for structural integrity, flexibility, low weight and shell size. A new Arai SAI shield is also present, with Dry Cool lining, a removable neck roll and emergency release tabs on the cheek pads.

The Edwards Tribute Corsair-V is available in sizes SM-XL for \$1099.95 RRP. Cassons.com.au



PERFORMANCE FILTER

Warrian Enterprises has just released a new range of Race Performance oil filters, designed for motorcycles and developed to surpass the tough demands of top level racing use.

Features include – high burst pressure steel canister, cross drilled 17mm hex head nut allowing for easy fitment, removal and wiring for race applications, M-Pleat folding for increased overall surface area.

They are compatible with all oil grades and types and manufactured for street and race performance. Canister or cartridge filters available for all applications. Silkolene.com.au



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PH: 0430 535 716

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“Online Shop”



SMART CHARGE

The SJS Smart Start Charger is a multipurpose battery charger and jump start pack, capable of packing a huge punch for its convenient form factor. It's available in three models, a SSC01 400Amp, SSC05 500Amp and SSC06 600Amp, with the SSC01 rated to start most vehicles up to 4000cc and costing just \$109.00 RRP.

The SSC05 and SSC06 are for larger capacity vehicles and are \$139.00 and \$199.00 RRP respectively. All models are suitable for charging most digital devices and come in ultra compact, lightweight designs with a 12-month warranty. They also only discharge 10-15 per cent over 12 months. Now available at your favourite motorcycle dealer. **Kenma.com.au**



DAINESE LEATHER

The sporty and aggressive cut Dainese Racing D1 Pelle leather jacket and is made entirely from Tutu cowhide and features bi-axial elasticated S1 inserts. The shoulders are coinjectured with aluminium inserts to improve safety.

Comfort and ergonomics are provided by Microelastic inserts where greater freedom of movement is required when riding. Air vents at the chest, a Nanofeel lining and 3D bubble fabric provide excellent air flow characteristics and internal body temperature control.

The jacket has also been designed to accommodate the G1 or G2 back protectors and the "DoubleChest" chest protector. Available for \$799.95 RRP. **Cassons.com.au**

R1 GBRACING COVERS

GBRacing Yamaha 2015 R1 engine cover set are made from high impact injection moulded glass-fibre impregnated nylon, offering design flexibility, superior impact strength and appearance compared to similar carbon fibre, kevlar and billet aluminium covers.

All GB case covers bolt directly over stock engine cases, simplifying assembly and negating the need for adhesives. Mounting hardware and instructions supplied. Set includes three pieces – stator cover, clutch cover and pulse cover. \$369.99 RRP. **RatedRParts.com.au**



CUBED

Check out the latest new universal brake/clutch fluid reservoir from AuSFR – CNC machined from billet alloy, featuring a 30ml capacity and mounting via a universal bracket, which is included. The 6mm outlet rotates 360° and the billet cap bolts on with four Allen head bolts. Available in black, silver, gold, red or blue anodised finish. Great value at just \$135 RRP each. Check them out at **AuSFR.com.au**



ADVENTURE LID

The world's finest Adventure helmet has arrived – the Shoei Hornet ADV, striking the optimal balance between on-and-off-road form and function. The Hornet Adventure's shape was designed to improve air intake and ventilation performance, reduce drag and lift, and improve stability, while giving the rider the additional air breathing space.

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RapidBike provide three levels of fuel modules, from the RapidBike Easy – a plug and play AFR modulator, to the RapidBike EVO – offering total injection control and with the RapidBike Racing offering an all-in-one professional racing module. We've got a Rapid Bike EVO on the way for our LT Daytona 675R and it comes with a wiring harness for direct fitment.

Modules are firmware upgradable as well, which means if you change bikes all you have to do is buy a new harness and update the firmware for the new bike. The RapidBike EVO is available from \$699.00 RRP.

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THE SHOT

WORDS & IMAGE: **HEATHER WARE**

CHANGING PERSPECTIVES

I love shooting modified bikes, especially bikes like this 'fully sic' 'Busa...

Not only do you get to meet some very talented, creative people, you get the opportunity to capture their 'works of art', in a way that in itself becomes a creative piece.

Sure, in a magazine shoot I photograph firstly the bike – as it would appear if you were standing right there. But I also try to capture it from a different perspective, with an aim to exaggerate its assets.

Whether it's the massive turbo hanging out the side, or an extended single sided swingarm, or a fat rear tyre, I try to change things up, like the angle I shoot from, the focal length,

the depth of field. All these techniques bring a new, and often interesting perspective.

Take this image for example. Putting the bike at a steep rear 3/4 angle, shooting it reasonably low (often I will even lie down so my lens is just off the ground shooting up), at a wide angle (this shot was taken at a Focal Length of 17mm – my preference for this kind of effect), the fat rear tyre and extended swing arm – one of the many great mods this bike has on display – really jump off the page.

All you need to do is decide which feature you want to exploit, get it in view – then change it up! **RB**

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JASON, 2012 BMW S 1000 RR

Hey readers and *Rapid Bike* family. This is the smartest decision I've ever made. Using my insurance payout after a nasty crash, I bought this 2012 BMW S 1000 RR. I have big plans for this bike.

Modifications I have invested in so far include – Arrow Evo 2 Full Titanium exhaust, K&N airfilter, Pazzo short levers, tail tidy, GB Racing engine case covers and Shogun frame sliders. Once I get some cash together, I'm

looking at getting the ECU flashed and saving some weight with a different battery and wheels.

Check out SSB Ultralite Lithium batteries! We're using them now.



MATT, 1989 MOTO GUZZI LE MANS, YAMAHA YZF450, SUZUKI GSX-R1000

Firstly thank you for such a great mag. There was such a hole when *Streetbikes* ceased, so genuinely thank you. The reason for my email is in relation to feature bikes. I have had about a dozen bikes, usually two or three dirt and road bikes simultaneously.

At present I have a 1989 Moto Guzzi Le Mans Mk 5 and this is the actual bike I learnt to ride on – underage about 22 years ago, with plenty of mods. Plus a 2006

GSX-R1000, which I purchased new and have been working on as a project for some time.

I wondered if my GSX-R would be of interest as a future feature bike? I've spent a considerable amount of time finding parts and work that increase not just the top end, which is easy but the mid-range to top end.

It would have been so cheap and easy to stack 22hp on to the last 2000rpm, however that was never my goal.



DARREN, DUCATI 996S, APRILIA RSV4R, TUONO

Here's some pics of my 996S and RSV4R – I have an Italian bike passion, owning many over the years. I'm 44 and people keep telling me its time to slow down and buy a cruiser... phooooi, I say. So I went out and bought a new RSV4R and Tuono V4. I'll need a bigger shed soon!

The 996S has just had a complete engine overhaul using a 1198 Diavel crank, rods, barrels and pistons with the original polished SPS heads. It's given it a new lease of life that's for sure. The Tuono is a 2012 all standard. The RSV4R is stock as

I only bought it yesterday but it has an Akropovic pipe and Race ECU going on it at its 1000km service. I'll also add I wear RJAYS boots to race in!

Nice bikes Darren, you can never go wrong with a bigger shed!



JOHN, 2003 TURBO YAMAHA YZF-R6

So here is my project that I've been working on for the past 16 months or so. It's a turbocharged 2003 Yamaha R6.

I have custom made the exhaust manifold, turbo pipe, air box and all the other little tweaks to make it fit myself. Tuning and computer work was done by RC Motorcycle Tuning in Sydney. My bikes does a great job of keeping up to the litres with around 130rwhp. Hope you like it!



That's a very clean installation John and a great way of keeping up with the big bikes.

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WINNER

JOSH, 2009 CBR1000RR REPSOL

After my Ducati 848 race bike died, I purchased this gem as a crashed race bike with 6000km on the clock.

Parts include an Akrapovic exhaust, Ohlins cartridges, RaceTech shock, Vortex clip-ons and rearsets, HRC rear master-cylinder, water reservoir and quick throttle, HEL lines and Vortex chain and sprockets. Plus only the best in Racers Edge Fairings. I absolutely love it and while it's not as pretty as a Euro bike, its reliability and availability of parts are awesome.

The Fireblade is an awesome machine and the availability and reliability are just icing on the cake! It sounds like you've got a great setup there too.



CORY, 2009 YAMAHA YZF-R1

Hey *Rapid Bikes*, my name is Cory and my current bike is a 2009 Yamaha Big Bang R1. I'm from South Australia and I run Adelaide Street Bikes.

So far my bike has Akrapovic exhausts, tinted screen, adjustable levers. I plan on getting the ECU flashed and have been thinking of getting my rims painted black...

Nice Cory, it looks like you take good care of your R1. If you do end up painting the wheels send us an update!



ROEY, 1998 KAWASAKI ZX750R, SUZUKI KATANA

G'day, I just downloaded and listened to the Ride Rage Radio spot. Good job Jeff...

I spent around 14 years in commercial radio myself as a breakfast announcer and we could certainly do with a program like this in WA...

Seeing you like ZXR's here's a pic of my 1998 model and my Kat. Sadly, the Busa had to go after my leg was broken. But I've since started a new job and I'm looking for another Hayabusa. I'm hoping to find a ratty Gen1 and do it up...

Glad to hear your still editor and probably will be when the current shootout bikes become classics...

Once that 'Busa bug bites there's no escape!



DALE, YAMAHA RZ500

Hi *Rapid*, this is my RZ500 and I've had it for 12 years now. It has a port job by Frank Pons, an RS250 swingarm, YZF600R forks, Wilbers shock, Jolly Moto exhaust, Zeeltronic CDI and PV controller, and lots of little things that would just bore you! Hope you like it...

We certainly do, that's some wicked oldschool cool and we don't see enough of them on the road!



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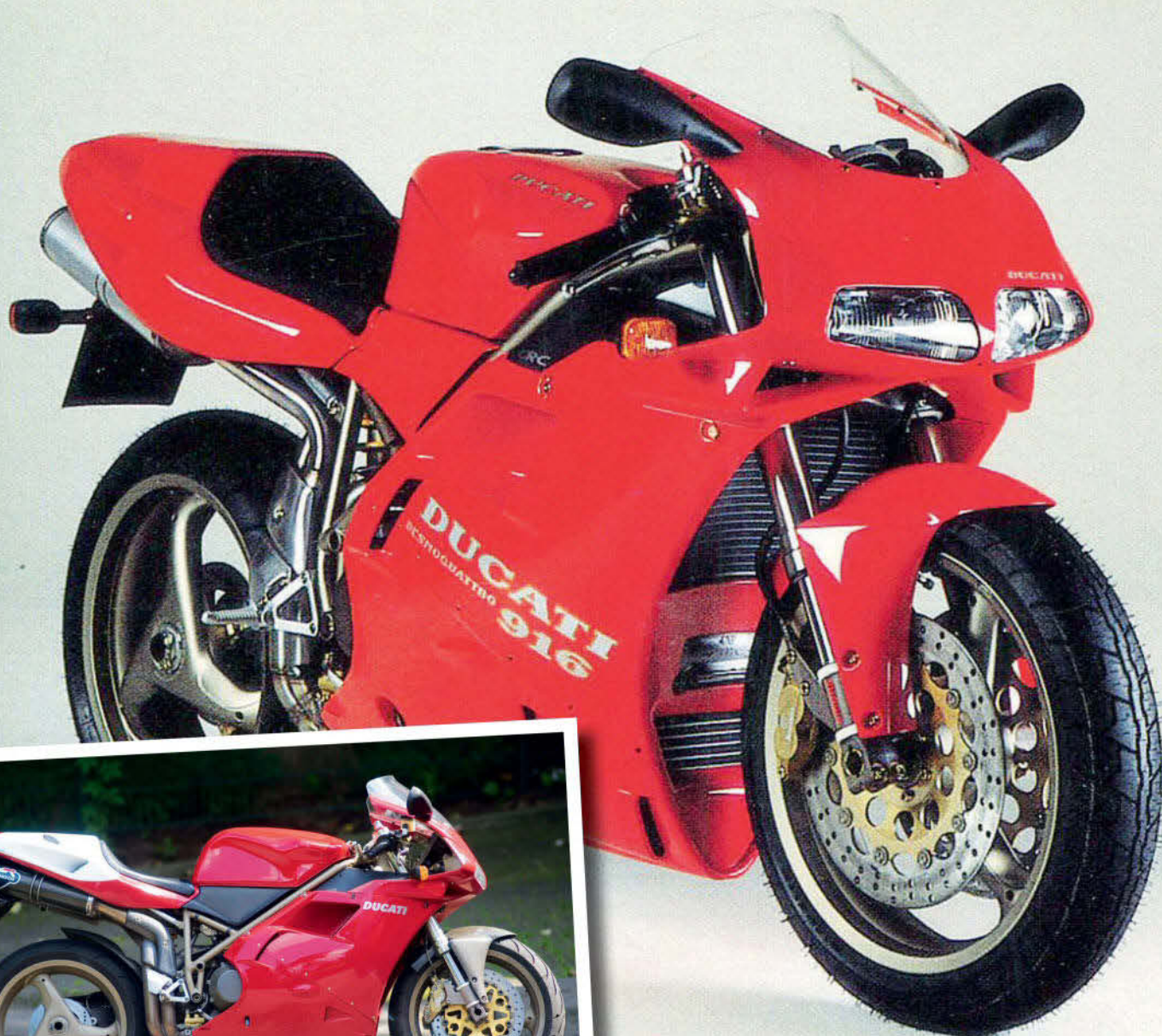
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I REMEMBER... **DUCATI 916**

MEMORIES: **MICK WITHERS**

Some bikes hold special memories and this is one of them!

THE FIRST TIME...

I remember the first time I saw a Ducati 916 in the flesh. I was working for Sandy Campbell at Staintune and one of his mates bought one. It was late 1995 and Grant rode up to the front door on his brand-new, bright red 916. Hearing the unusual noise, I walked outside and circled the most over-the-top bike I'd ever seen.

WHAT MADE IT SPECIAL...

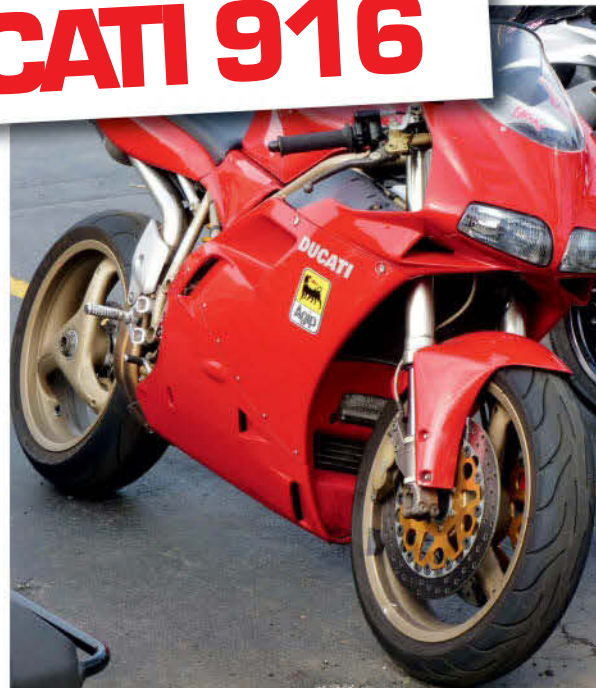
The 916 was so far removed from the offerings of every other manufacturer, it was almost like seeing the first Katana all over again.

WOULD YOU...

Like to own one? Not as a bike to ride. I've never lusted after Ducati-ownership. I'd love to own one but I'd keep it parked in the loungeroom without a television.

WHAT ARE THE CHANCES...

The last of the 18,006 916s rolled off the production line in 1998. They're still around but I suspect that ownership is split evenly between the Ducatiphile, the investor and the gazer. **RB**



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CONTOUR

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WILLIAM CHARLES COLLINS

HOMETOWN: ASQUITH, SYDNEY
AGE: 24
OCCUPATION: CURRENTLY
UNEMPLOYED. ANYONE HIRING?



WHAT WAS YOUR FIRST RIDE?

2005 Hyosung GT650R.

HOW OLD WERE YOU?

21 years-old.

YOUR CURRENT BIKE?

1992 Kawasaki ZX-R250C.

WHAT ARE YOUR HOBBIES AND INTERESTS?

I enjoy riding my motorcycle every day. Travelling. Learning new languages.

WHAT ARE YOUR AMBITIONS AND GOALS?

I am still trying to work that out.

WHO INSPIRES YOU?

No person in particular. Mainly the type of people who are dedicated, passionate and motivated about what they do.

WHAT MAKES YOU HAPPY?

Going for a good ride with friends and working on my motorcycle.

WHAT MAKES YOU AGRO?

Crashing on a ride with friends and things that go wrong when working on my motorcycle.

WHAT WOULD YOU NEVER DO AGAIN?

Take a 24-hour coach ride from Lisbon, Portugal to Paris, France.

WHAT'S YOUR WORST HABIT?

Procrastination.

YOUR FAVE BIKE IS?

This is by far the hardest question. Probably the Kawasaki H2R.

WHAT TUNES DO YOU LISTEN TO?

I listen to iTunes radio most of the time.

BESIDES *RAPID*, WHAT'S YOUR FAVOURITE MAGAZINE?

Hot4s, a car magazine.

WHAT'S THE BEST BIKE YOU'VE RIDDEN?

My sister's Suzuki GSX-R750.

WHO COULDN'T YOU DO IT WITHOUT?

My beautiful fiancée. **RB**



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IF ONLY...

The next generation of Boxer engine may not even have pistons...



Electric motors are everywhere – from the fans that cool your computer to the fans in your oven, to the motor that operates your car window.

Even motorcycles are in on the act, with most of the major manufacturers involved including Honda, Yamaha, Harley-Davidson and even Kawasaki.

The technology is already here and it's spawned a race series in the TTXGP. Mainstream road-going motorcycles are still rare though – initial purchase cost of the machines and battery range being the main issues that buyers are concerned about, though the technology is improving all the time. BMW have already entered the zero emissions market with the very smart C Evolution scooter in 2014 but what's really interesting for us is the appearance of patents that appear to show a Boxer twin electric bike.



ENGINE

The patents seem to show that the electric powerplant will be a flat twin configuration with the main bank of lithium ion batteries sitting in the centre and a shaft final drive.

As well as playing on the link to the Boxer brand and keeping the centre of gravity low, this engine layout may have a practical benefit too.

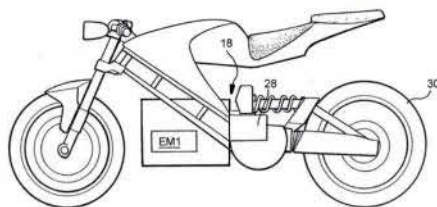
Theoretically, one motor could shut down heading downhill for example, which would extend battery life. Using some of the tech from the scooter – energy regeneration and different power modes – range can be extended further.

We'd expect a 100-mile range as a minimum, 100bhp and over 100ft-lbs of torque... torque would be available from standstill. Yikes.

CHASSIS

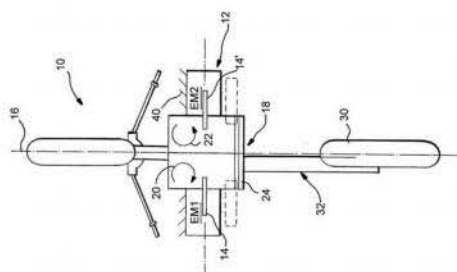
A trellis frame holds the motor and battery case in position while a horizontally-mounted monoshock sits behind it. Conventional USD forks keep the weight down over a telelever front end and we're likely to see a modern radial caliper set-up too, after all this is a 100mph+ motorcycle.

The patent shows the lack of typical subframe and while this is possible, we think cost would be prohibitive so a lightweight trellis item supports the rider's seat.



BODYWORK

The bodywork on the patent suggests a café racer type bike may be on the cards, though we suspect there might be a faired version too. A centre column could act as a place to stash all the necessary wiring but also double up as a wind tunnel diffuser to reduce drag by directing airflow out of the tail unit. We're looking forward to seeing this whirring its way into the showrooms in the not-too-distant future.



COLOURS



The next generation of Boxer engine may not even have pistons...

CHASSIS

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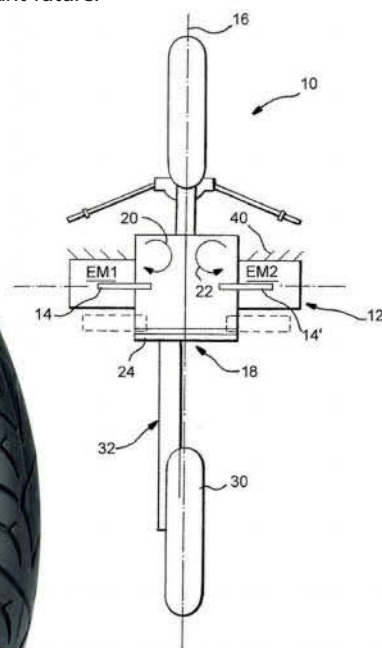


FIG. 1

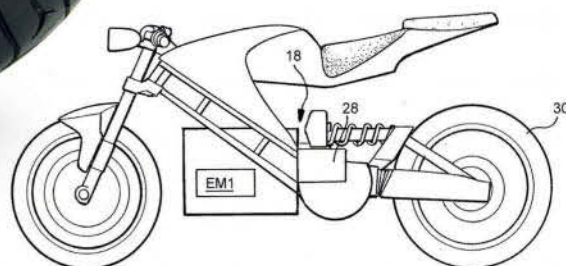
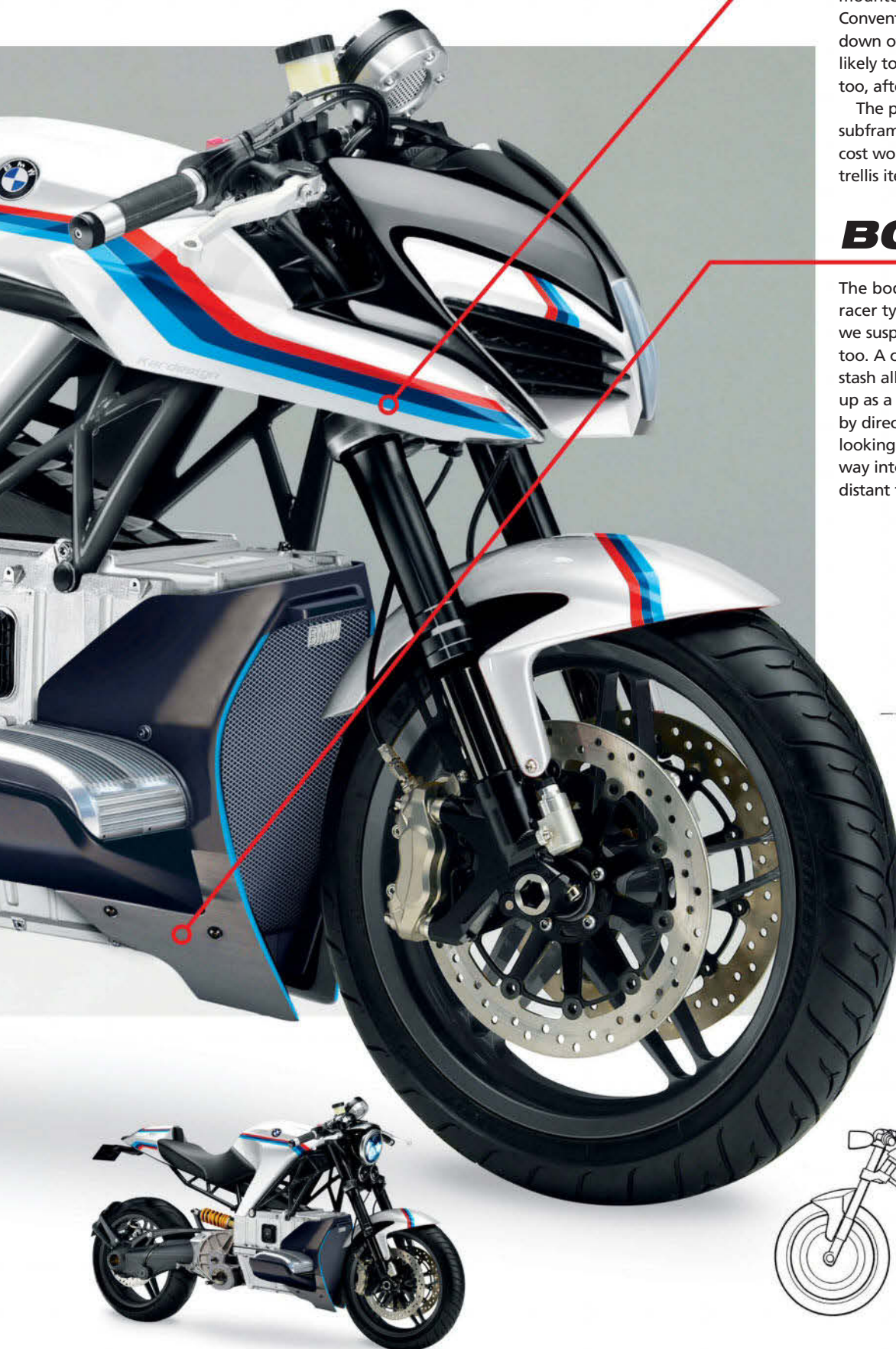


FIG. 2





2015 YAMAHA MT-09 TRACER

A quick look at Yamaha's new MT-09 Tracer and you'd be forgiven for thinking this is a road-based adventure machine like BMW's GS or Yamaha's own Super Tenere.

Look a bit closer at the new Tracer and it becomes pretty clear that aside from the styling looking like a dual sport, this new machine is a sports-tourer – supersport-like tyre sizes, shorter travel suspension and low to the ground.

The Tracer is based on the 847cc in-line three-cylinder MT-09 nakedbike Yamaha released just last year.

In fact, it is almost a MT-09 just with new bodywork. The engine is the same, so is the geometry and all the running gear. The differences between the two bikes come in the form of suspension internals, with more preload and damping range of adjustment, and a stronger sub-frame – to deal with the extra weight the Tracer carries with pillion and panniers. Obviously the ergonomic package is very different, too.

Just like its nakedbike sibling, the engine is the highlight of the Tracer. Brimming with useable torque particularly through the midrange, the in-line triple has three power modes that range from a sharp and fast engine response to a docile yet strong delivery. The difference in the engine characteristics transforms the bike from something bordering on sportsbike-like – with an instantaneous response off the throttle, to the kind of well-mannered nature you expect of sports-tourers. The engine has plenty on offer for the road

with more than enough power to have fun or get you into big trouble.

To suit the bill as a sports-tourer the Tracer is made comfortable with a shorter, wider and longer seat, for rider and pillion, while the seat height is quickly and easily adjustable to two heights. The handlebars have two different positions within 10mm of each other to allow some fine-tuning to different rider sizes. They sit higher and further back than the nakedbike and the riding position, though not appearing like much of a change, is drastically different. Furthermore, the screen can go up and down effortlessly.

The chassis is set on the soft side of neutrally balanced and if riding hard on the road is your kind of thing, you'll get enough adjustment out of both ends to firm up the ride. The bigger range of

Yamaha's MT-09 Tracer combines a killer engine with great sports-touring capabilities for a thrilling ride.



adjustability allows you to dial things in for carrying a pillion and luggage. Two-up the balance of the bike works well and the pillion comfort is great. The big grab rails will keep most pillions happy, and they aren't set so far back that grabbing the rider to hold on to isn't an option.

The light 190kg dry weight makes the Tracer an easy bike to flick around and a really easy bike to handle full of gear or two up. At its widest point it is no wider at the front than at the back and you'll cut through traffic easily enough too. The brakes too are another aspect Yamaha hasn't held back on and the twin four-pot calipers with ABS-control are excellent.

The 18L fuel tank will get you an easy 400km out the tank. Other touring touches like excellent comfort, accessory power socket, multifunction dash, centrestand and standard fitment panniers make the Tracer a highly useable roadbike.

But that stonking engine and nimble chassis make it a lot more than just a tourer and more like a sportbike if you want it to be. It really is two machines in one – a sports-tourer in every sense of the word.

What's more is it is bloody great value for money, so good that I reckon you'd be hard pressed finding a sports-tourer that does everything as well as the Tracer, is unimimidating in size to ride or able to be beaten on price. **RB**

SPECIFICATIONS

2015 YAMAHA MT-09 TRACER

Yamaha-motor.com.au

Price: \$14,999 + ORC

WARRANTY: Two-year, unlimited kilometre

COLOURS: Matt Grey, Lava Red, Race Blu

CLAIMED POWER: 85kW[114hp]@10000rpm

CLAIMED TORQUE: 88Nm[65ft-lbs]@8500rpm

WET WEIGHT: 210kg

FUEL CAPACITY: 18L

ENGINE: Liquid-cooled, inline three-cylinder, four-stroke, 847cc, 78 x 59.1mm bore and stroke, 11.5:1 compression, ride-by-wire, EFI, three engine maps, traction control

CHASSIS: CF die-cast aluminium frame

SEAT HEIGHT: 845-860mm, Wheelbase: 1440mm, Rake: 24°, Trail: 100mm

SUSPENSION: 43mm USD forks, preload and rebound adjustable, 137mm travel, shock absorber, rebound and stepped preload adjustment, 130mm travel

BRAKES: ABS, Dual four-piston radial-mounted calipers, dual 298mm front rotors, single-piston rear floating-pin caliper, 245mm rear rotor

WHEELS: Cast-aluminium, 10-spoke, 3.5 x 17, 4.5 x 17, Dunlop SportSmart 2, 120/70, 180/55

INSTRUMENTS: Digital speedo and rev counter

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STREET SPORTS

The all-new GSX-S1000 packs all of the punch the mighty K5 GSX-R1000 did, in a refined, comfortable, mature-aged hoon kinda way...





The GSX-S corners like a sportsbike, yet you can hang off or sit upright and it still tracks like it is on rails. The style of the bike is also very appealing from any angle if you ask me!

The very first thing I consider when it comes to wanting, needing, owning, craving or even considering purchasing a motorcycle is – would I sit in my garage on a rainy Sunday night, drinking beer, just looking at it and admiring the curves? Would I glance at the bike every single time I walk through my garage and smile?

For me, very few nakedbikes pass this test but plenty of sportsbikes do. I like fairings. I have nine bikes and eight of them are sportsbikes... However, I've busted my back twice. I'm 40. I'm a bit overweight and I think it's time for a nakedbike – without losing the fun.

It's not purely a looks thing – it's a connection and an emotional visual experience I'm after in a bike. I have a connection with some and not with others. The GSX-S connected with me as soon as I saw it.

Somehow the curves of the tank and the radiator shrouds, from a certain front three-quarter angle, reminded me of my old GSX-Rs and Hayabusas. I was thinking about the bike after I saw it and then later sat on it and I could not help but think about it a lot more. What that did for me was confirm that Suzuki really have done some outstanding market research during the development and concept period of the GSX-S.

I'm almost the perfect target market for them according to their press kit – 40-years-old, sportsbike rider, experienced, don't like gimmicks or too many gizmos to play with, seek quality and style in a motorcycle and appreciate easy to ride, great handling and smooth power delivery these days on the street instead of outright performance.

For me to look at a bike and want one without riding it is a rare thing... But it happened...



I think it's time for a nakedbike – without losing the fun...



GSX-S CONCEPT

Suzuki has arrived late to the nakedbike sports class, however, they sure have done their research and that shows in the product they have delivered with this machine.

The GSX-S is aimed at the experienced rider who has previously owned sportsbikes, who rides mainly on weekends for a quick fun spin up the mountain and does not want a full-blown sportsbike anymore.

Key factors were that the bike had to be lightweight, nimble handling, agile, have strong acceleration and be good quality and stylish. Top speed and outright power were not concerns. The bike had to have an exciting exhaust and intake sound, sportsbike brakes, be fun to look at and admire in the garage, have a strong top-end, traction control and ABS. Importantly, Suzuki wanted 'No Gimmicks' on the bike, as they said, they are targeting experienced riders who know their stuff...



It's a big year for Suzuki this year – the 30th Anniversary of the GSX-R750, the 10th Anniversary of the GSX-R1000 K5 (that powers the GSX-S) and the 35th Anniversary of the GSX range.

So what a great way to celebrate with a new machine. I had a K5 GSX-R1000 and now 10-years later, I'm 40 not 30 and I'm able to buy a bike with a chassis that suits my old bones but still has that K5 engine I loved. I can't help but think that a lot of GSX-S1000 owners will be people who once had a GSX-R1000 K5...

While the GS750 was Suzuki's first four-stroke inline four, it was the GSX range that kicked off Suzuki's four-stroke 16-valve lineage. The original concept of the GSX series from the 750E to the 1100S Katana was high performance yet with a broad powerband, nimble handling and great durability.

Suzuki has continued this tradition with the new GSX-S1000. In case you are wondering, the GSX family starts with the new GSXR MotoGp bike (Prototype), then the GSX-R comes next (Racing) followed by the GSX-S (Street Sport) and GSX-F (Sport Standard).

According to the Suzuki press kit, handed to us in Alicante, Spain, the GSX-S concept is that it had to be a bike with the spirit of the GSX-R, ready for the street. After spending a full day testing in the Spanish sunshine, I can tell you, Suzuki have pretty much nailed that brief...

ENGINE

The GSX-S1000 powerplant has been refined and re-worked from the mighty K5 engine to compliment the new nakedbike. Basically, it is the same version of the 999cc 2005-2008 powerplant that got such a cult following, designed to give more acceleration and throttle response. The K5 engine was chosen as it has a long stroke for better mid range than the current GSX-R engine, because of its crank and gearbox layout permitting the desired frame design, and due to its proven reliability through multiple championships.

Bore and stroke remains 73.4 x 59mm, allowing for a compact combustion chamber and flat top pistons. This gives a broad spread of power throughout the rev range. The engine dimensions remain the same with cylinder pitch at 80mm and the same horizontally split crankcases and crank/input/output shaft layout. Cylinder angle is 23 degrees. There are some new parts – such as FEM (Finite Element Method) pistons that are three per cent lighter, helping with acceleration. The new camshafts are designed to optimize valve timing for the street, whereas the GSX-R1000 was tuned for the track. Iridium spark plugs heighten spark strength and therefore combustion efficiency, contributing to higher power, more linear throttle response, easier start-up and a more stable idle. The cylinders are SCEM plated (Suzuki

Composite Electrochemical Material) to improve heat transfer and durability. The compression ratio is 12.2:1 versus the GSX-R K5 ratio of 12.5:1 over the previous model's (K4) 12.0:1. Valve size and port shape is unchanged.

The gearbox remains as per the GSX-R1000 and the back torque limiting clutch is also retained in the GSX-S.

GSX-R1000 K7 44mm throttle-bodies are used, utilising the SDTV (Suzuki Dual Throttle Valve) system, where the secondary valves are servo controlled. The injectors are 10-hole long-nose units. The airbox is all-new, as is the exhaust

system, which features equaliser pipes between cylinders one and four and, two and three. The catalytic converter is at the header collector box, which then joins the large volume exhaust chamber. The stubby muffler features a flapper valve, or SET (Suzuki Exhaust Tuning) system. Throttle position, gear position and engine rpm determine the opening of the servomotor driven valve, controlling pressure waves for optimum engine performance.

A highly efficient radiator keeps the engine cool, as does a newly designed liquid-cooled oil cooler that is more compact than a radiator type.





ELECTRONICS

The GSX-S1000 is not a super high-tech bike but it has just the right amount of electronics that you don't need a degree in software engineering to understand the system. It's really, really easy to use, which I found fantastic.

There are three traction control settings to choose from as well as 'Off'. It's a very easy system that is operated by a left 'bar toggle switch, with the level displayed on the dash.

The TC system monitors front and rear wheel speeds, throttle position, crank position and gear position 250 times per second and quickly reduces power output when spin at the rear wheel is detected. Engine output is managed by ignition timing and air delivery to ensure smooth operation. Mode 1 is the lowest sensitivity level allowing a certain level of wheelspin, suitable for

fast sports riding in dry conditions. Mode 2 is the second lowest setting and activates earlier – it is for normal riding conditions and is the mode I used most during the test.

Mode 3 is for wet or cold conditions.

The ABS control unit is supplied by Bosch and weighs just 640 grams. It monitors front and rear wheel speed 50-times per wheel rotation and matches stopping power to available traction. I tested the system purposely in many conditions and found it fantastic.

The LCD instrument cluster is packed with features and weighs just 275 grams. It includes speedo, tach, odo, dual trip meters, gear position, water temperature, range, fuel consumption average and instant, traction control mode and fuel gauge – plus a clock.

The GSX-S also features a one-press starter button (no need to hold it down) and you don't have to hold the clutch in to start the bike.



as I gear up I hit the button. The GSX-S idles with that GSX-R raspy growl we all love. It sounds smooth but angry. I blip the throttle as I hop on and a short, sharp note fires out of the stubby exhaust tip. Nice. Exciting. Fun...

It takes just a few kilometres to be completely comfortable on the GSX-S. Initially short-shifting through the smooth, positive gearbox as we make our way out of Alicante to the hills for our photoshoot, I soon begin to explore the mid-range of the bike and I'm impressed.

It pulls from 2500rpm like a freight train and accelerates hard through 5000rpm – 6000rpm for a very meaty mid-range area. The intake noise is howling and addictive and the exhaust is one of the best, if not the best, sounding standard pipe I can remember hearing. I would only change it for style not for sound...

The road opens up briefly and I glance at the dash – we're averaging 160km/h in top gear en route to the shoot. So, with some room ahead I drop back to fourth and take it to the rev limiter. The top end acceleration makes me laugh inside my helmet – along with the fact that I'd be arrested in Australia for this hooning!

It's not GSX-R1000K5 top-end but it is GSX-R1000 K1 top end – more than enough for a bike with no fairings! Acceleration is really impressive – this bike

1. Vibe free mirrors and the 'Fang' effect headlight. **2.** Renthal Fat Bars as standard. Neat dash. **3.** LED taillight. **4.** The muffler has an awesome note for a stock system. **5.** Well positioned 'pegs, ground clearance is good. **6.** Traction control switch is easy to use. Switchgear is stylish and user-friendly.

THE RIDE

At the end of 2014 I spent two days riding all the middleweight and big bore nakedbikes on the market – both on the street and on a private testing facility. For my flight to Spain, I dug my 35-pages of notes out from that test and read through them.

Not to compare the GSX-S to the others, as they really are split into quite a few sub-categories but more to remind myself of what I like and don't like about a big capacity sports nakedbike.

I really did not know what to expect of the GSX-S – but I was hoping that it was

not too boring, yet not too crazy. For me, it had to be just a nice, fast, easy ride...

First impressions last and as soon as I sat on the bike I knew I would like it. The riding position made me feel familiar and at home. You sit 'in' the bike not 'on' the bike and the Renthal Pro Taper 'bars are at a fantastic level in relation to the seat.

The fuel tank is nice and tall and the footpegs roomy. It's a very neutral and relaxed riding position and the controls fall to hand nicely.

Firing up the bike requires a single push of the button rather than holding it down and no clutch-in is required, so

is a V8 with handlebars... it does not drop off up top, it just keeps on pulling harder until the limiter cuts the fun. The only issue I am dealing with is an abrupt initial throttle snatch from a closed throttle.

It happens at any rpm and can only be dampened using some rear brake preloading prior to opening the throttle.

I'm hoping this is a pre production issue with the ECU/tune of the bike. Once that initial 'snap' is dealt with, the throttle is fantastic – a real one-to-one feeling with the back tyre.

The gearbox ratios and overall gearing suit the K5 powerplant well and I would not change the final gearing at all. There is also plenty of engine braking but no rear wheel hop on downshifts, thanks to the back-torque limiting clutch.




Like any nakedbike of course, there is no wind protection, so sustained speeds of over 140 – 150km/h are literally a pain in the neck... However, below those speeds the ride position is comfortable.

The first corners I arrive at turn out to be the photo location – so despite being unfamiliar with the bike and it being quite early in the morning, I have to style it up for the shoot on a range of awkward,

Suzuki did lots of testing, including against the S 1000 RR and Z 1000. As you can see, the GSX-S is a strong performer on the quarter-mile.

The standard suspension is good for 99 per cent of the time. Serious sports style riders will want to fit an aftermarket shock.

Acceleration is really impressive – this bike is a V8, with handlebars...

Performance (0-400m acceleration test)				
SUZUKI'S In-house test results				
 SUZUKI GSX-S1000	4.4	6.6	8.4	10.1
 BMW S1000R	4.5	6.6	8.5	10.1
 Kawasaki Z1000	4.5	6.8	8.7	10.5
	0-100m	0-200m	0-300m	0-400m



STYLING

A wild, bold and aggressive look was the brief for designer Shinji Tamura – with the look of a crouching beast, not a Transformer or Manga styling... With a target rider above the age of 40, a touch of class and style also had to go into the design process.

The headlight, a multi-reflector type with 60/55w bulb, has two LED lights positioned under it to give a 'fang' effect, while the rear end has an LED taillight with a double lens to add some style and class, according to Tamura-San.

The belly-pan is designed to have sharp lines and surfaces that connect dynamically to the tail section when viewed from the side, while the radiator shrouds are designed to emphasize a more dynamic and fierce

side to the bike – as well as actually doing their job of directing airflow for cooling and rider comfort. Smart use of black plastics and painted surfaces gives the tail unit a very sharp and clean look and the short tail section gives a streetfighter touch to the bike. The stubby muffler adds to the aggressive look to the rear



narrow, low speed double-apex corners! The GSX-S chassis is so nicely balanced with a natural, confidence-inspiring feel and a feeling of good mechanical grip that I am able to get straight into the knee down action shots, despite cool tyres. Cornering the GSX-S is effortless.

In fact, it out-handles the GSX-R in these conditions. Where I look, the bike follows. It tracks my vision and a bike that does that is a bike with very good geometry that makes riding a fun experience – not a tiring or draining experience. A big tick there for Suzuki.

Ground clearance is fantastic and even at knee down angles the footpegs only

touch if there are bumps mid corner.

Riding position is not important either, again proving the good chassis geometry. I tried sitting upright, hanging off, half hanging off, sitting forward and back while riding and cornering and none really made a difference – the GSX-S just got on with the job of tracking nicely through the turns.

The bike is really stable and I notice as I accelerate hard out of turns, some with crests, that there is no sign of wiggle or headshake. Changing direction is not a problem, either, as I discover a few times. The first situation is a large boulder that has fallen on the road – and I am flat-

1. Compact dash, speedo easy to read, RPM difficult to read. 2. Adjustable 43mm KYB forks. 3. No quickshifter sadly. Hopefully the next model will have one. 4. Brembo brakes are fantastic. 5. Standard adjustable levers are not very attractive but they are functional. 6. Adjustable for preload and rebound only, the shock is very basic.

out in second gear when I see it, quickly changing line while already committed to the turn – with no problem.

I do not run wide, I simply steer around the boulder. A lot of bikes would have gone straight into that rock...

The next steering test is a cyclist in the middle of the lane on an uphill blind corner and the third is a lady in a car on my side of the road! In each 'test' the GSX-S helped me save myself from a big crash... this is a great steering motorcycle.

The Dunlops offer good grip but as I negotiate yet another tight, twisting Spanish mountain I would like more feel from the tyres – particularly the front. I'm braking incredibly hard right up to the apex of some turns – some downhill and although I have no moments I would like more front tyre feel just for confidence.

The rear grips well aside from a big slide on a typically slippery Spanish white road marker line that no tyre would find grip on. It's the only time I feel the traction control working. It saves my skin actually... at least from a big highside.

The brakes are a good package. The test loop I'm on is perhaps one of the hardest tests of front brakes I've ever come across on the road. It's a good 150km this section, of non-stop hard braking, hairpin after hairpin, a lot of it downhill – and the brakes do not fade at all.





CHASSIS

That's despite me squeezing them so hard I'm using the ABS almost every corner entry.

The brakes do lack some initial bite and they need a good, hard squeeze at the lever but this is a good setup for a nakedbike with road-based fork settings. Any sharper on the brakes would mean a change in those springs and settings.

The rear brake is great for cornering and I'm using it like a throttle for the tight parts as I carry some trailing throttle – due to the throttle snatch I mentioned earlier.

I'm not tiring at all on the GSX-S, despite the heavy braking and acceleration. The ride position allows me to really utilise my legs and the tank gives me support on the brakes, not to mention the big, wide Renthals.

The standard footpeg position suits me and I would not fit adjustable rearsets

and the seat is comfy – no aches after five or six hours in the saddle...

After a quick lunch stop on the side of a mountain, I head off with the group, this time hoping for some bumps.

So far the roads had been billiard table smooth and I know this is not what we have back home!

I get what I hope for and I'm soon screaming along flat-out on a bumpy, snotty goat track of a road. The GSX-S remains stable and composed but the suspension does not give the control that higher spec suspension would, however, I'm being fussy here.

The shock is basic and there is some fade. I would not replace it if I owned a GSX-S – at least not until it is finished and needs replacing.

If I was going to do some track days or sports touring, I would go for a higher

The chassis design brief was a tough one for the chassis engineer – it had to be good in city traffic, on highways, rural roads and twisty roads.

This was achieved with an all-new frame that is lighter than the GSX-R1000 frame. The frame was designed with FEM analysis technology and the main rail forms a straight line from the steering head to the swingarm pivot. The actual swingarm is straight off the current model GSX-R1000. Rake and trail figures are 25° and 100mm while seat height is just 815mm.

The forks are KYB fully adjustable 43mm inverted units with 120mm of stroke, while the shock is a link type unit with a 63mm stroke. It is adjustable for preload and rebound only.

The Brembo four-piston monoblock calipers have 32mm pistons and squeeze 310mm rotors. The calipers are the same as used on the current GSX-R1000. ABS is by Bosch.

The wheels are all-new six-spoke cast alloy units manufactured by TRP. The standard tyre is the Dunlop D214 with a 120/70 – 17(f) and 190/50 – 17(r) fitted.

The standard handlebar is a Renthal Fatbar, which is aluminium and very rigid. This is good for drops as well as reduced vibration.



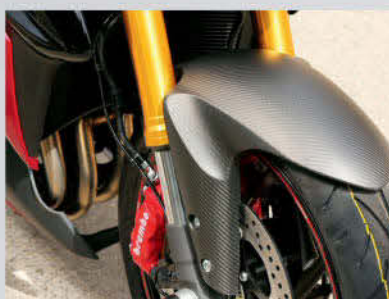
ACCESSORIES

The GSX-S1000 is built to be customised and Suzuki have recognised this by releasing a range of accessories for owners to personalise their new bike.

We won't get the Yoshimura muffler here in Australia, due to ADRs, however the rest of the accessories will be available through your local Suzuki dealer. Visit suzukimotorcycles.com.au for more info or to locate a dealer.



We have scored ourselves a blue GSX-S1000 long term test bike and plan on fitting every accessory part available to make the bike as trick as the one in the shot!





Whichever angle you look at the GSX-S from, it looks good....



quality aftermarket unit though. The forks are good without being fantastic. There is good support there on hard braking and good damping control – they just got a bit overworked on the fast, bumpy sections. I went up just two clicks of front compression during the test, to slow down initial dive on the anchors.

I made no other changes to the settings of the GSX-S throughout the test loop.

On the fast, smooth sections as well as the slower stop/start smooth sections the suspension settles quickly and gives good support to the bike, no complaints there at all – it's a good set-up.

The switchgear is easy to use and the traction control can be switched between the modes while riding. Once the mode is selected, it is confirmed the first time the throttle is closed fully.

The mirrors are very good, with minimal vibrations and the LCD dash is in the line of sight at a glance, however, I could not read the tachometer numbers while riding, only the speed, TC setting number, trip, time and gear position.

It's the little things that make riding the GSX-S so easy, like the sidestand – it naturally falls to foot when you want

SPECIFICATIONS

SUZUKI GSX-S1000 ABS

PRICE: TBA

WARRANTY: Two-year/unlimited kilometre
COLOURS: Mat Fibroin Grey, Sparkle Black/Candy Daring Red, Metallic Triton Blue

CLAIMED POWER: 107kW[146hp]@10,000rpm

CLAIMED TORQUE: 106Nm[80ft-lbs]@9500rpm

CLAIMED WET WEIGHT: 209kg

FUEL CAPACITY: 17L

ENGINE: Liquid-cooled, four-stroke, forward-inclined parallel four-cylinder, four-valve per cylinder, DOHC, 73.4 x 59mm bore x stroke, 999cc, 12.1:1 compression, FEM pistons, 43mm throttle-bodies, 10-hole long-nose fuel injectors, water-cooled oil-cooler, SCEM plated cylinders, SET exhaust system

GEARBOX: Constant mesh, six-speed

CLUTCH: Back-torque limiter wet multi-plate

CHASSIS: FEM designed alloy frame, alloy braced swingarm

SUSPENSION: 43mm KYB fully adjustable telescopic forks, 120mm travel, KYB rear shock, link type single shock, rebound and preload adjustment, N/A travel

BRAKES: Bosch ABS system, Brembo radial-mount 32mm four-piston calipers, 310mm semi-floating stainless steel rotors, 220mm rear rotor with Nissin caliper, Nissin conventional master-cylinder

WHEELS & TYRES: Cast alloy six-spoke 17in, Dunlop D214 120/70-17in (f), 190/50-17 (r)

DIMENSIONS:

SEAT HEIGHT: 815mm

OVERALL HEIGHT: 1080mm

OVERALL LENGTH: 2115mm

WIDTH: 795mm

WHEELBASE: 1460mm

INSTRUMENTS: Multi-function LCD display

to flick it down to park – I didn't even have to look down for it. The seat is wide enough to give support but narrow enough to aid sports riding. The fuel tank is quite big and tall, so it's nice to rest an elbow on for some one-handed freeway cruising or just to chill out for a while – and there is no heat from the engine or exhaust to cook you while you ride. The GSX-S is not overly complicated – it's got a throttle, brakes, handlebars and a strong engine. These things are the basics we all need to make us smile and I am still grinning thinking about the GSX-S1000.

There is a huge range of genuine accessories available for the bike – so personalising your own GSX-S would not be a problem...

I'll have a blue one thanks, with all the trick bits bolted on... **AB**

RACE READY

After testing the previous generation S 1000 RR and HP, Pommie puts the 2015 S 1000 RR to the test...

TEST: **TONY 'POMMIE' WILDING** PHOTOGRAPHY: **COURTESY BMW MOTORRAD AUSTRALIA**

After BMW leaped onto the world stage with its first venture into the 1000cc sportsbike class in 2010 with the original S 1000 RR, giving us a level of performance and equipment that simply blew the competition away, I was more than interested to see what BMW had come up with that could possibly surpass the original RR.

I felt like I was in a good position to head down the world's best track and give the new 2015 S 1000 RR a sound thrashing.

The new S 1000 RR is a total redesign on what was essentially still one of the best bikes you could buy, just look at all the shootouts it has won worldwide for proof.

BMW have ticked the main boxes right from the word go, more power, more torque, less weight, sleeker more aggressive looks and a load more usable gadgets to play with. I'm not sure that my

on the road and don't have a clue about setting up a bike suspension, then this is the bike for you and you don't need a degree to do it, if you get the optional Dynamic Package. With just a press of your finger on the mode button, the bike is transformed into what your abilities are.

Let me try to explain, the bike I tested has fully adjustable electronic suspension or (DDC) Dynamic Damping Control as BMW calls it (although this is a \$1050 option). It also has different engine maps that are linked to the suspension and also the Dynamic Traction Control (DTC), plus, if that's not enough to get your head around, the race ABS is linked also. What this means is, if you are a beginner rider you can switch the bike into rain mode, which I tested at the track.

In rain mode you get 185hp but the torque is reduced and the traction control comes in very early. For extra protection from getting high sided, the

BMW have ticked the main boxes right from the word go, more power, more torque, less weight, more aggressive looks...

level of riding could tell that I had an extra 6hp but what was evident was the extra torque.

On the 2015 model the torque starts much lower in the rev range. In fact, the bike will pull hard from as low as 5000rpm, which means you can certainly be a bit more lazy with your gear changes and it will be a lot better bike on the road as a result.

Saying that, BMW have by no means robbed the power from the top end, on the contrary, this bike screams and is scary fast as it reaches its peak power of a mind blowing 199hp at 13,500rpm.

BMW have put a lot of effort into the bike's technology and it really shows. The dash can be a little confusing at first, but if you ever wanted a bike that you could ride on the track or just ride fast

bike's lean angle sensors figures out what lean angle you are at and knows not to feed too much power to the rear wheel, which could make the rear wheel spin or step out.

Then as you pick the bike up coming out of the turn you can feel the extra power coming on – very clever. With the electronic suspension you really don't notice that it's any different to any other well set up race bike.

Before, on the old bike you had four modes, rain, sport, race and slick but you now also have a mode called 'user'. In user and slick mode the bike allows you adjustment over how much you want the traction control to kick in but this is only recommended for the race track. In user mode you





LAUNCH 2015 BMW S 1000 RR



now have total control over every aspect of your bike. This includes setting your personal throttle curve response, setting your ABS the way you like it, as well as your traction control and finally your suspension settings, which should keep the track day heroes happy for years to come.

There are a few more cool functions on this bike that weren't on the previous model. Firstly, we now have HP Gear Shift Pro, which is essentially a quickshifter. The clever thing is that this quickshifter allows you to not only hold the throttle pinned wide open and shift up through the box but you can also now close the throttle and hammer down the gears without the use of a clutch.

On the down shift you can hear a little bang from the engine as the computer does its thing and blips the engine on each down shift, which sounds really cool and is seamless. Cameron Donald said that he had not been on a bike, road or race with such a good quickshifter, which is high praise indeed.

Another great function was the pit lane speed limiter that activates by holding your thumb onto the starter button, this

limits the speed to 60km/h and sounds cool when coming and going from the pits. We now also have launch control, another function that was introduced on the HP4. However, the computer will only allow you three attempts at a time due to the caning the clutch takes. BMW tell us that it's not recommended for use on the street – spoil sports...

If all that is not enough, BMW has also spoiled us with cruise control and heated grips, which come as an option just in case our fingers get nippy, which we made use of on a cold Victorian morning.

AT THE TRACK

Heading out onto the track for the first time in five years I was a bit nervous, especially due to the company I was riding with and it soon became evident I had completely forgot my lines. The good thing about the S 1000 RR is if you select rain mode it's so forgiving and un-intimidating that even a beginner rider would have no problem lapping the track on this 200hp beast. Selecting sports mode and unleashing full power, the bike starts to transform into more of a racer and it's

CHASSIS

The new frame has been redesigned but still uses an aluminium bridge frame that is welded together from four individual cast pieces, with the engine tilted forward at an angle of 32°, with the engine integrated into the frame as a load-bearing member. The steering head angle has been increased by 0.5° to 66.5° without any change in the yoke offset, while the fork overlap of the immersion tubes was reduced by 6mm. This resulted in a shortening of the wheel castor by 1.5mm to 96.5mm. At the same time, the swingarm pivot point was lowered by 3mm and the wheelbase lengthened by 8mm to 1425mm.

The DDC (Dynamic Damping Control) which was first introduced on the HP4 is now a \$1,050 option on the 2015 RR and in my opinion you'd be crazy not to take it. With the DDC, the damping adjusts itself to the road or track conditions and takes less than 10 milliseconds to react and adjust the new damping rates. As with a mechanical setting, it is possible to apply a softer (up to -7) or a tighter (up to +7) set-up.

There is also adjustment of the spring preload for heavier or lighter riders. There is also a HP race calibration kit that is available as a special accessory and adjustments can even be preconfigured bend by bend at a race track – cool.

The powerful Brembo brakes sport an impressive race ABS system, incorporated into the bikes computer and like the suspension, increases or reduces depending on which mode you are in.

1. The right hand controls include Mode, heated grips if fitted and your starter button/kill switch.

2. The aggressively redesigned tail incorporates an LED tail light. 3. The exhaust has lost 3kg over the previous years item, and has that real superbike howl on song.



4. Linked BMW Motorrad Race ABS and lean angle sensors with DTC combine to offer confidence in any conditions. 5. Dual floating 320mm front rotors are mated to Brembo four-piston radial calipers, 46mm USD telescopic forks take care of the front damping, with the option of the Dynamic Package which includes DDSC.

6. The multi-function digital dash has more information than you can take in at a glance, but the important information is clear. 7. The frame has been revised, while the swingarm pivot is lower, with the swingarm now 8mm longer.



AUSTRALIAN STANDARD INCLUSIONS

ASC (Automatic Stability Control)
Race ABS part-integral, can be switched off
Gear Shift Assist Pro (Quick Shift)
Pinstripe Wheels
On Board Computer
Race Package:
- Dynamic Traction Control
- Riding Mode Pro
- Cruise Control

OPTIONAL EQUIPMENT

Forged Wheels (Replaces Pinstripe Wheels) \$1,850
Pillion Seat Cover (Removes rear pillion seat and rear footrests) \$0
Anti Theft Alarm \$505
Special Paint (Racing Red / White) \$225
Special Paint (Motorsport) \$765
Dynamic Package: \$1,050
- DDC Dynamic Damping Control
- Heated Grips
- White LED Indicators

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ENGINE

The 2015 S 1000 RR has an in-line liquid-cooled four-cylinder engine, which has a peak power output of 199hp (146kW) at 13500rpm, up 6hp on the previous model. The engine produces its maximum torque of 113Nm at 10500rpm. But more importantly for road riding, the bike has more usable torque from 4500rpm and up. The improved torque increase is brought about by a complete redesign of the cylinder-head, with new duct geometry and a new intake camshaft, which were given a fuller contour, along with lighter intake valves, which are 2g less each than the previous model.

Also, helping improve midrange performance is the new intake system that has shorter intake duct lengths, a larger intake vent in the fairing and a bigger airbox and considerably smaller servomotor for the throttle valves. The smaller servo made it possible to enlarge the airbox capacity and allowed it to be shaped symmetrically for all four cylinder intakes, in order to optimise power and torque delivery. The throttle valves were also repositioned closer to the cylinder head for improved gas exchange cycle, especially in the mid-range. The new S 1000 RR now has E-gas ride by wire, meaning that BMW have totally eliminated any sort of throttle cabling.

The intake duct length is controlled by a servo motor which is attached to the airbox, it uses the map modes to automatically adjust the intake duct length and generate maximum power and a much more linear torque curve. To help reduce friction losses, the cylinder barrels are integrated into the top half of the engine block and now undergo slide honing. The top half of the engine block still accommodates the compact and lightweight six-speed gearbox, which has a sharper and more precise shift pattern.

The exhaust system has been dramatically improved and lightened mainly by the removal of the front silencer. In fact, the new system is a whopping 3kg lighter than the old model.

Like the original S 1000 RR, the cylinder axis on the engine is tilted 32° to the front, providing a much better centre of gravity, which is essential on a superbike like this. The cylinder bore still measures 80mm while the crankshaft on the S 1000 RR is forged out of one single piece of heat-treated steel and runs anti-friction bearings, but has a traditional crank angle of 180 degrees. Both the main and the conrod bearing journals measure 34mm in diameter and also run anti-friction bearings, while the connecting rods are forged out of extra-light heat-treated steel.



STYLING

I really liked the original S 1000 RR with its sharp looks and quirky headlight and as you can see, BMW have sharpened up the styling and gone for a racier look with its lower more sloping front and higher sharper rear end.

The odd looking headlight has switched sides and now it looks like it's raising an eyebrow and is longer and sleeker than before. Not all of the changes are just for looks, like the reshaped and larger airbox intake vents that have now been repositioned for maximum airflow. The side fairings have also been redesigned for improved airflow for the cooling system and to help disperse heat, which is vital, especially in traffic and track conditions. The new fuel tank plastics have also come under the chisel and now feature a more scalloped section, designed to tuck your helmet into and escape the wind at high speeds.

We also have some new colours to choose from in the BMW line up including, Racing Red with Light White, Black Storm metallic and BMW Motorsport, which is Blue and White with Red pin striping.

as easy as pressing a button, closing the throttle for a second and you're done.

In Sports mode, driving hard on the gas out of Siberia I could feel the traction control doing its thing, in fact, I could see the orange light flickering on the dash out of the corner of my eye showing me it's working.

In Sports mode the front wheel starts to lift, but soon comes down again as the computer does its stuff. The further you move up the modes the more aggressive the bike becomes.

Heading up through the Hay Shed, flicking left then right at high speed, the BMW is super stable. Even though it's a light bike I had full confidence in the computer taking control over my suspension as it just felt so planted as I tipped in going over Lukey Heights on the off camber corner.

One of the things I liked best on the bike are the ABS brakes and I know if I'd have been on any other bike I would've headed off the track while braking for the tight MG corner. I target fixated on the rider in front and forgot to brake. When I did grab the

1. The new S 1000 RR is packed with technology but with DDC can be controlled easily by the simple bar controls, once you get the hang of what's what, with adjustment possible on the move. 2, 3, 4. There's plenty of BMW accessories available for the new BMW S 1000 RR, from the simple rear stand, through to a number of carbon-fibre items like this tank cover. Adjustable levers and a number of other accessories are also available.



ELECTRONICS

The new 2015 RR has to be by far the most feature packed sportsbike on the market to date, even more so than BMW's own HP4. We even have heated handlebar grips that have two setting (if you chose the Dynamic package option that includes the DDC and small LED indicators).

The RR now features launch control as first seen on the HP4, and there's also a pit lane speed sensor that limits your speed to 60km/h and is selected by pressing the starter button while entering or exiting pit lane. One of the main electronic aids on the bike is the DTC (Dynamic Traction Control) this functions like DDC and the ABS is linked in the computer and adjusted in the mode settings.

Not only does its control the severity of how much the traction control kicks in but it also controls the amount the front wheel lifts under



power. When you activate slick mode, you can adjust the amount of traction control by using the toggle switch on the right handlebar, this can be set up to +7 or -7 with -7 being the least intervening, meaning, it would be possible to slide the rear while exiting a corner.

If you are a tech geek then the new instrument cluster has just about every conceivable function you could ever want there are even multiple sensors, that will tell you what lean angle you're on.

anchors I could feel the ABS working overtime but at no point did the S 1000 RR get out of shape, it just pulled up and I managed to drop into the corner – amazing.

Short shifting into third for the run onto the straight, the BMW dropped on its left side with ease on the long left hander. Feeding in the power, the S 1000 RR accelerated down the straight like no bike I have ever ridden before and the sound of the airbox induction, combined with the exhaust note made me think I'm on a real superbike.

Tapping the quickshifter through the gears only enhances the superbike feel and even for a road rider like me

I saw 265km/h on the clock, when I was brave enough to take my eye off the track. I know some of the racers were getting 285km/h and talking to the BMW tech afterwards, he said, "The bike has been tested at 306km/h, however, the speedo stops at 299km/h."

If I was in the market for a sports bike I'd be running into the dealer with my deposit, I know it may be a bit more than your standard Jap bike, but just look at what you get – I just feel sorry for the people that bought the HP4 because you now get the equipment and more on the S 1000 RR. **RB**

SPECIFICATIONS

2015 BMW S 1000 RR

(Dynamic Package)

PRICE: \$22,990 + ORC (\$1,050 extra)

WARRANTY: Two years/unlimited kilometres

COLOURS: Racing Red/Light White, Black Storm metallic and BMW Motorsport

CLAIMED POWER: 199hp[146kw]@13500rpm

CLAIMED TORQUE: 113Nm[83.34 lb-ft]@10500rpm

WET WEIGHT: 204kg

FUEL CAPACITY: 17.5L

ENGINE: Liquid-cooled, four-stroke, in-line four-cylinder, DOHC, four-valves per cylinder, 80 x 49.7mm bore x stroke, 999cc, 13:0.1 compression, DTC, QSA-P, Riding Mode Pro

GEARBOX: Six-speed

CLUTCH: Wet clutch

FRAME: Aluminium composite bridge frame, partially self-supporting engine, aluminium two-sided swingarm

RAKE: 23.5°, Trail: 96.5mm

SUSPENSION: (DDC), USD 46mm telescopic forks, (electronic compression and rebound adjustable), pre-load adjustable central spring

BRAKES: Linked BMW Motorrad Race ABS, dual floating 320mm front rotors, Brembo four-piston radial calipers, single 220mm rear rotor, single-piston floating Brembo caliper

WHEELS & TYRES: Cast aluminium 10-spoke, 3.50 x 17in, 6.0 x 17in, 120/70ZR17, 190/55ZR17

DIMENSIONS:

SEAT HEIGHT: 815mm,

OVERALL HEIGHT: N/A,

OVERALL LENGTH: N/A,

WHEELBASE: 1438mm

INSTRUMENTS: Analogue tachometer, multi-function display



TWEAKED

CUSTOM RAU RS GSX-R1100

GERMAN GIX

Last issue we featured Robin's Harris Honda and this issue we've got his custom GSX-R1100 – his first special framed bike.



XER

WORDS: **KRIS HODGSON**
PHOTOGRAPHY: **SABINE WELTE**



Looking at Robin's GSX-R1100 it's a very different build to his later Harris Honda, which is a show bike through and through. This GSX-R1100 is rawer though and even more heavily modified, taking inspiration and indeed components from a huge variety of sources and creating a hardcore café racer.

Suzuki's GSX-R1100 was a real beast for its time and like Yamaha's FZR1000, offered performance and handling that put it in direct competition with the much smaller capacity options available, despite the extra weight – keeping in mind this was just a few years before supersports like the Fireblade would totally redefine rider's expectations.

The 1991 GSX-R1100 was also the pick of the crop according to many riders, with the transition to the larger 1127cc engine being accompanied by handling issues in the earliest models, with the '91 receiving larger carbies and the previous year's revised geometry.

Of course for Robin much of this was predetermined as he

purchased this bike in 2007 with the custom frame already fitted to the GSX-R1100 engine for the price of €4700.

The frame itself is a PS Schuppen item from Germany, designated the RAU RS 1100 BJ96, and is a custom tubular steel trellis frame, chrome plated to protect it from the elements.

When first acquiring the bike Robin dismantled the whole bike, both to get a better idea of what he was dealing with, but also to make the build a bit easier, with the frame being sent for chroming at this time.

With such a trick frame fitted it was just a matter of getting a swingarm to match, and Robin couldn't go past a single-sided option, with a Honda VFR750 RC36 item purchased and black powdercoated.

Earlier VFR750 models had very thin wheels, with Robin opting to source a Triumph Speed Triple rear wheel, complete with most of the drivetrain, giving the bike's rear that iconic three-spoke, single-sided swingarm look, that is perhaps most recognisable as a Ducati trait. He also had the wheel powdercoated black to match to the swingarm.

To handle rear suspension duties he sorted an Aprilia RSV Mille monoshock, which was a direct fit to the swingarm and custom frame.

The VFR750 rear caliper was also used for easy fitment, while a Galfer wave rotor replaced ■

TWEAKED

CUSTOM RAU RS GSX-R1100

OWNER PROFILE

NAME: Robin Ostwald
LOCATION: Leonberg near Stuttgart, Germany.
AGE: 37
HOW LONG INTO BIKES: 18 years.
OTHER BIKES OWNED: 1995 GSX600F, 2003 Z1000, 1996 Harris Honda CBR900RR.



the original item, with a stainless steel brake line carrying rider input between the stock rear master-cylinder with ABM billet reservoir and caliper.

Also adorning the rear end of this GSX-R1100 is a custom tail unit, doing away with the pillion seat and called the 'Phyton' from German manufacturer Bimbo's Fighters and flows seamlessly into the tank.

Bimbo's Fighters specialise in raised minimalist tails, with this unit incorporating LED taillights into the design in thin strips, giving an almost alien-esque look to the tail.

The licence plate holder is also part of the tail with a set of Kellerman Micro indicators mounted directly to the back of the licence plate, well below the rear brake lights.

Moving further forward, the stock exhaust system has been replaced by a set of Schüle four-into-two-into-one headers and capped off by a Speed Products slip-on muffler.

With the bike totally disassembled, Robin also took the opportunity to have the GSX-R1100 donk painted black, with Billet Tech engine covers from the US ordered, including a windowed clutch case, while Racer's Warehouse cam feeds have been added to improve oil flow and reduce wear.

In place of the standard four 40mm Mikuni flatslide carbs, four Yoshimura edition Mikuni RS38

flatslides have been added with a K&N airfilter on each.

The ignition has also be moved to just under the carbs on the right side, while a Setrab oil cooler replaced the standard item for superior cooling, with Earls fittings and stainless steel oil lines, with strengthening tubes added to the mounting brackets.

To the rear of the engine, a set of Gimbel silver anodised rearsets also replaced the boring stock units and offer a small amount of adjustability, with weight savings thanks to drilled out plates.

The tank is also an aftermarket item, which like the custom front mud guard, and Phyton tail were all painted in a custom Martini Racing paint scheme, which you may recognise as the livery used on the Williams F1 vehicles.

The tank also benefits from fuel switches built into the underside of the rear of the tank and feature braided steel lines, although you wouldn't want to knock these with your knees while riding!

At the front of the bike the forks are original GSX-R1100 units, albeit from a 1992 model, and were rebuilt to restore full performance, while the bike was off the road, particularly as the fork tubes and stanchions were both powdercoated black while everything was apart.

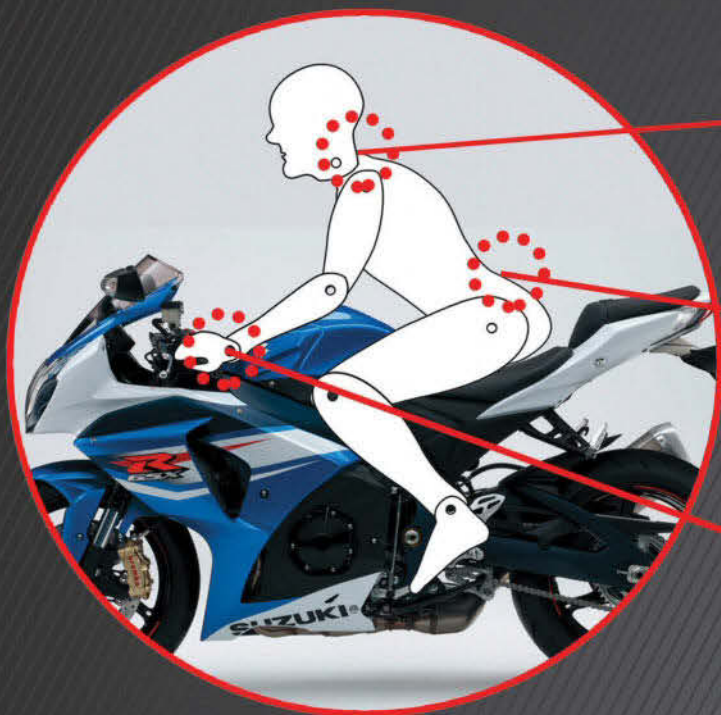
The GSX-R1100 front wheel was



1. VFR750 RC36 II swingarm, Speed Triple wheel and drive train. 2. Single Speed Triple headlight, bespoke Matze triple-trees. 3. Speed Products muffler. 4 & 5. Nissin six-piston calipers, Spiegler Retro Wave rotors, powdercoated fork legs and stanchions, aftermarket braided brake lines, stock GSX-R1100 wheel. 6. Setrab oil cooler with Earls oil fittings and stainless oil lines. 7. Silver anodised Gimbel rearsets.



Are You Suffering From -



Neck Pain?

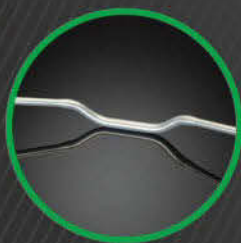
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1. Aprilia RSV Mille Monoshock. 2. Polished Billet Tech engine covers and windowed clutch cover. 3. Racers Warehouse cam feeds, Setrab oil cooler. 4. Yoshimura edition Mikuni 38mm flatslide carbies, down from 40mm stock items. 5. Earls oil cooler fittings, Setrab oil cooler. 6. Phyton tail unit from Bimbo's Racing in Germany.

SPECIFICATIONS

ENGINE:

1991 Suzuki GSX-R1100, four-stroke transverse four-cylinder, DOHC, four-valves per cylinder, 1127cc, 78 x 59mm bore x stroke, Racers Warehouse cam feeds, Setrab oil cooler, Earls oil cooler fittings, stainless steel oil lines, four K&N airfilters, four Yoshimura edition Mikuni RS38 flatslide carbies, Schüle four-into-two-into-one exhaust, Speed Products muffler, Billet Tech engine covers and windowed clutch cover, Motogadget m-Unit and custom wiring harness

CHASSIS:

PS Schuppen RAU RS 1100 chrome plated tubular trellis steel frame, powdercoated single-sided Honda VFR750 RC36 II swingarm, Triumph Speed Triple drivetrain, Aprilia RSV Mille monoshock, powdercoated 1992 GSX-R1100 forks, dual Spiegler Retro Wave rotors, Nissin six-piston calipers, silver anodised bespoke Matze triple-trees with integrated Speedo Motoscope mini dash, Fehling Type LD 7 'bars, Performance Technology clutch and brake master-cylinders, powdercoated Triumph Speed Triple 6 x 17in rear wheel, VFR750 RC36 II rear caliper, Galfer rear wave rotor, aftermarket braided lines front and rear, ABM aluminium reservoirs, silver anodised Gimbel rearsets

BODYWORK:

Martini Racing paint scheme, Phyton tail unit from Bimbo's Racing, custom fuel tank, Triumph Speed Triple headlight, CNC machined controls, Kellerman rear indicators, Xenolen rear indicators, Oberon 'bar-end mirrors, custom front guard,

SPECIAL THANKS:

My mates Matze, Thomsen, Burny and Chris from Badische Streetfighter.

Robin openly admits to sourcing many of his parts on eBay, before modifying them to suit his needs...

likewise retained, as it matches the three-spoke Triumph rim on the rear, particularly after being repainted and didn't require any modifications.

The front brakes on the other hand have been massively overhauled, with a set of Spiegler Retro Wave rotors looking the business – and quite unusual to boot, while Nissin six-pot calipers replaced the original Nissin four-pot items and have been painted in metallic blue. There's not much to match the calipers up to except some of the oil line fittings, or the paintwork stripes, but they do stand out.

The brake and clutch lines have also been replaced with aftermarket braided offerings and snake up to the Fehling Type LD 7 handlebars, where they meet PT (Performance Technologies) master-cylinders, with ABM aluminium reservoirs in black unlike the rear item.

Also adorning the 'bars are 'bar-end Xenolen turn lights, with the wiring run inside the bars, with Oberon 'bar-end mirrors providing rear view, while CNC machined controls are bolted directly onto the master-cylinders.

The 'bars themselves are held by one-off silver anodised Matze triples, with a Speedo Motoscope mini dash and control lights integrated into the top triple.

A single Triumph Speed Triple headlight, painted black, is bolted to the lower triple, while

a one-off wiring harness was built to keep everything looking clean and uses a Motogadget m-Unit as both the fuse box and for controls. The m-Unit boasts a microprocessor that digitally controls all switch operations, using solid-state technology and removing the need for mechanical relays.

A part of what makes this build so amazing is that Robin openly admits to sourcing many of his parts on eBay, before modifying them to suit his needs, not to mention making many parts himself.

The overall cost of all these modifications came out at €7000, which combined with the €4700 purchase price came to a total of €11700, which at current exchange rates comes out at \$16500 AUD and Robin actually sold the bike in April for €12000, which is not a bad figure considering the investment and puts him on track for his next project. **RB**





As used by Superbike Rider Ben Henry.

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TWEAKED

GSX1400



NAKED GRUNT

WORDS & PHOTOGRAPHY: KRIS HODGSON

Great customs bikes aren't always in your face and Rod's GSX1400 is a great example of what subtle mods can do for a bike!

Suzuki's GSX1400 is an interesting proposition, with traditional nakedbike styling that carried the bike through its production years, remaining relatively unchanged from 2001 all the way through to 2009 and appealing to many riders nonetheless.

Claimed horsepower is only 100hp, although for an all-rounder and nakedbike 100hp is a respectable number, with a more impressive 93ft-lbs of torque on hand from just 5000rpm – pushing the GSX1400 into the V-twin torque-monster category, albeit with typical four-cylinder delivery.

Rod, a mechanic by trade, was working at Finline Motorcycles when he purchased the GSX1400 off the showroom floor – new, but for a price he couldn't resist.

It was the final year of production of the mighty GSX1400 and the bike was sitting there unused, begging for an owner.

This was back in 2009, with Rod



1. Rizoma Avio 21 indicators are used on both the front and the rear of the bike to replace the stock items. 2. Aftermarket billet 'bar ends join Titax adjustable levers on the Renthal fat 'bars. 3. Blacked out radiator covers, red Pro-Bolt bolts, RadGuard radiator guard. 4. Cam to cam braided link line.

1



2



3



4



describing the GSX1400 as, "A classic, stylish all-rounder, with comfortable upright seating and a big torquey motor."

One of the big benefits of the Suzuki GSX1400 was that they were just \$13,390 in 2009, new, plus on roads, meaning you get a hell of a lot of bike for your money, all things considered, with the only downside being the bike weighing in over the 250kg mark at the curb – with the 22L tank offering great range but holding a fair bit of fuel.

Suspension was also an extremely good package, with the stock forks – 46mm items with preload, compression and rebound damping offering great front end performance, while dual rear shocks lend the bike that real old school look and offer full adjustability.

Fast forward six years and Rod is now working at Graeme Morris Motorcycles in Broadmeadow as workshop manager, and his GSX1400 has seen plenty of work, with performance massively ramped up.

OWNER PROFILE

NAME: Rod
LOCALITY: Newcastle
AGE: 47
HOW LONG HAVE YOU BEEN INTO BIKES? 40 years.
WHAT OTHER BIKES HAVE YOU OWNED? A Honda XR75, 80, 250, 500, 600, XL500 (most models of each), a CB1100 RB, C, D, GPZ1100, VF1000R x3 (and still own the one featured in [Rapid]), CBX750, GSX-R750, Harley Softail x2, Wideglide
WHAT OTHER BIKES WOULD YOU LIKE TO OWN? A shed full and a couple of track bikes!
WHAT INTERESTS DO YOU HAVE OTHER THAN MOTORCYCLING? I thought that's all there is! Is there life outside motorcycles? But seriously being a single Dad and raising my beautiful daughter Jenae.

Engine mods so far have included a combination of Yoshimura Stage 2 cams, a Power Commander III and 4° timing advancer, as well as a K&N airfilter for good measure.

For the moment at least, the stock pistons and head have been retained, with Rod seriously thinking about porting and flowing the head with an eye to pick up some custom forged pistons to boot – when time and finances allow.

Later model GSX1400s came with a stock four-into-one exhaust system and Rod has upgraded his with a full Akropovic system, including carbon-fibre can, for weight savings and a slight performance increase.

The GSX1400's are renowned for being mildly tuned out of the factory, with plenty of power to be gained and Rod has certainly proven this, with Aaron Morris helping with the tuning, while a further 20+hp is within reach if he goes ahead with his plans.

Both turbo and supercharged builds are also popular with these bikes due to the easy gains available.

Rod's GSX1400 is now producing 139hp though on the dyno, thanks to Aaron Morris from Graeme Morris Motorcycles, who takes care of all the tuning via the Power Commander III.

The final change was switching out the final drive gearing, with Rod sourcing AFAM sprockets in 17/41, going down a tooth on the front to further improve that low end grunt.

With the engine sorted, Rod next turned his attention to the suspension, with the rear shocks adjusted to their maximum settings, where they are performing well enough that Rod has ▶

TWEAKED GSX1400

left them as they came. He has however added a 35mm jack up kit for the rear.

On the front end on the other hand, the well renowned front forks weren't quite right for Rod's weight, and he opted for RaceTech springs and 10wt fork oil, with help from Aaron Morris again. Red fork adjusters were also added for ease of adjustment.

The front end also already benefits from six-piston Tokico calipers on dual 320mm discs, which have been upgraded with Galfer wave units with red hubs, while EBC Extreme Pro pads are used, bringing the bike to rapid stop via Venhill braided brake lines – in black.

On the rear the rotor has likewise been upgraded with a Galfer item, with a Venhill braided brake line, aftermarket torque arm and EBC Extreme Pro pads.

Helping shed unsprung weight are a set of 10-spoke Gale Speed aluminium forged racing wheels, which are clad in Michelin Pilot Road 4 rubber.

Other additions include red Pro-Bolt bolts on a variety of non-structural parts, like the Suzuki screen, tail and radiator guard, while the rear AFAM sprocket also received red nuts, along with red aftermarket billet chain adjuster blocks in the swingarm. The 'bars are Renthal items, with Renthal risers, while Rizoma indicators and mirrors are joined by Titax adjustable levers. Aftermarket billet 'bar end weights have also been added, as well as Coerce rearsets and frame plugs with the Suzuki symbol.

Helping shed unsprung weight are a set of 10-spoke Gale Speed aluminium forged racing wheels...



On both the front and rear end carbon-fibre guards from Coerce have also replaced the original items, with a seat cowl from Powerbronze and a Suzuki screen provides a modicum of wind protection.

The new paint job was done by Mal at MJ's Paint Whitebridge for the blacked out effect, including the Powerbronze

1. Akrapovic carbon-fibre muffler. 2. Rizoma mirrors.
3. The standard 1401cc engine has Yoshimura Stage 2 cams, Power Command III and a 4 degree timing advancer.
4. The standard shocks are on max settings. Carbon-fibre Coerce rear guard. 5. Galespeed forged aluminium wheels, Galfer rotor. 6. Original instruments.

SPECIFICATIONS

ENGINE:

2009 Suzuki GSX1400, in-line four-cylinder, four-stroke, 1401cc, 9.5:1 compression, Yoshimura Stage two camshafts, Dynojet Power Commander III, 4° timing advancer, K&N airfilter, Akrapovic full system, blacked out engine cases

CHASSIS:

2009 Suzuki GSX1400, steel-tube double-cradle frame, aluminium swingarm, blacked out 46mm forks, Racetech springs, 10wt fork oil, stock rear shocks, 35mm rear jack up kit, stock dual Tokico six-piston calipers, Galfer 320mm wave front rotors, EBC Extreme Pro pads, Venhill braided brake lines, stock rear caliper, Galfer rear wave rotor, EBC Extreme Pro pad, Venhill braided brake line, aftermarket torque arm, Coerce rearsets, Galespeed wheels – 3.5 x 17in, 6 x 17in, Pilot Road 4 tyres,

BODYWORK:

Blacked out Powerbronze seat cowl, Suzuki screen, aftermarket frame plugs, blacked out radiator covers, Radguard radiator guard, blacked out headlight mounts, Coerce carbon-fibre front and rear guards, billet red filler cap and chain adjuster blocks, Pro-Bolt red bolts, Rizoma mirrors, Rizoma indicators

SPECIAL THANKS:

Aaron Morris from Graeme Morris Motorcycles
Mal at MJ's Paint Whitebridge



2



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6

seat cowl, headlight mounts, radiator covers and fork legs. In fact even the polished engine covers are now painted black for the full effect.

The most impressive feature of this sleeper though is the fact that Rod's managed an incredible 40 per cent increase in power and that's if you lend credence to the claimed 100hp that Suzuki quote, with actual figures on most bikes normally being on the lower side, especially at the wheel.

Combined with the many subtle modifications this is an impressive machine that will no doubt surprise many by it's performance, and Rod is certainly happy – we'll just have to wait and see whether the engine receives the additional work he has in mind. **RB**



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GREEN MACHINE

TEST: **ANDREW PITT** PHOTOGRAPHY: **KAWASAKI RACING TEAM**

Andrew Pitt takes David Salom's ZX-10R EVO bike out, back to back with the full #1 Superbike to see just how they differ.

Once suited up I had a good chat with David Salom before setting out, about his year and his bike and I suppose the

limits of the EVO bike compared to a full Superbike.

Apart from outright horsepower and the standard road bike model traction control on the EVO bike, the main difference is the 'ride by wire system' or lack thereof on the EVO bike. This means the conventional downshift method of using the clutch for each gear is necessary and the main issue becomes trying to maintain rear contact while braking on the limit entering turns and maintaining some sort of stability on corner entry. This then flows onto the setup of the bike, which always tends to be very much a compromise and focused around maintaining rear contact on corner entry, which becomes your limit on braking.

David Salom explained, "Sure we miss some speed on the straights compared to the Superbikes but the biggest handicap for us is in the corner entry. I always feel I could brake later and harder if I could just grab the brakes and brake as hard as I want all the way into the turn. ■







"Instead we are always trying to set up the bike to have the maximum rear contact that is possible and if you look at the braking line on the data you will see that I grab the brakes hard initially but then as the rear gets light and starts to back in I am coming up and down on the brake pressure to maintain the rear grip or contact."

"Through the mid-range part of the power the bike is quite nice though and still competitive compared to the Superbikes." David added.

I distinctly remember that amazing lap in Superpole David did behind Melandri to go quickest during the second part of the track where he actually made time on Melandri and had to ask about it.

David Salom: "Firstly yes, the tow down the straight from a Superbike and

probably the fastest Superbike really helps us but at Qatar in the first couple of sectors there are some really slow stop start corners," David explained, "And this is where I really suffered compared to Melandri but on the second half of the track that is really flowing and fast, our chassis works really well and I have amazing confidence from the Showa suspension set up."

"I actually caught him back up again and ended up going about one-tenth quicker than Melandri over the lap and both of us were on Qualifiers."

David also mentioned that the EVO bikes can squeeze out one super-fast lap like he did in Qatar and also in Jerez but mentioned but they struggle to maintain it over race distance compared to

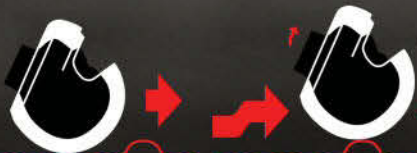
1. Carbon-fibre intake. 2. Factory engine but EVO rules require stock crankshaft. 3. Ohlins steering damper. 4. Akrapovic exhaust system, Andrew noted some rear traction issues. 5. Andrew could not fault the front-end. 6. Magnetti Marelli dash and data logging is used but stock ZX-10R ECU and traction control is retained.



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the Superbikes with their much more sophisticated electronics. I found out later the Superbike has a lighter crankshaft compared to the EVO bike, which uses the standard item – something I noticed while riding in the rain on David's bike.

It was noticeably more difficult to pull the bike into the apex where Tom's bike just went where you wanted it to go even if you had to adjust mid-corner.

This heavier crankshaft also backs up David's claims of needing more time to stop the bike and suffering under hard acceleration out of slow corners.

You'll notice that I am comparing David's EVO bike to the Superbike and not to the other EVO bikes because having comfortably won the EVO title on the ZX-10R he was mostly racing against the final couple of full-blown Superbikes and sometimes beating them and while chatting with David that is what he kept referencing for comparison.

What I could remember from riding in the rain is that it is important to try and get straight out of pit lane and get your knee down to keep the heat in the tyres. Sensibly though, I felt the tyres after seeing no steam coming off them as the previous rider rolled back into the pits. So back to basics I went, to try and get them hot as quickly as possible because my limit of four laps was going to mean I needed to get some heat into them pretty quickly.

This meant braking hard in a straight line and getting on the gas hard totally



Stripped bare, the EVO bike still looks very trick. It was an interesting class last year.

The strengths of the #44 EVO ZX-10R are front-end feel, and handling in faster, flowing sections.

upright even if the bike spins up. Then getting my knee down and riding the bike smoothly and fast enough to get a proper impression. A little risky but let's face it, in my opinion I owe it to the readers. Not sure how that would have gone down to Guim if I had come back on the recovery truck saying, 'Guim, sorry but I owed it to the readers to dig in a bit'.

Coming out of pit lane onto the track for the first time I got hard on the gas and of course it spun up straight away which meant the tyres were stone cold. I did more of that and some solid upright braking and by lap two I had a little

bit of feel. By lap three I had my knee down through turn five and the downhill right/left corkscrew, which instantly highlighted the rear contact issue. As I had the bike lent over and my knee just touching down on a closed throttle I could feel the rear wasn't quite planted.

I started to load the rear with the throttle on the exit and it improved but as I got to about 40 per cent throttle and starting to pick the bike up – confident I was hooked up and safely off the edge of the tyre – it snapped sideways quite unpredictably and flicked me out of the seat.



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* Excluding snow and ice. ** According to internal tests done in 2013. *** Tests conducted for braking on wet surfaces in July of 2013, by Dekra Test Centre. Tests compared the new MICHELIN Pilot Road 4 tyre vs DUNLOP Sportmax Roadsmart II, METZLER Roadtec Z8 Interact M/O, PIRELLI Angel GT Gran Turismo and BRIDGESTONE Battlax Sport Touring T30F tyres in dimensions 120/70 R 17 M/C 58W (front) and 180/55 ZR17 M/C 73W (rear). Results may vary depending on motorcycle type, operating conditions, and riding style of the driver.

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SPECIFICATIONS

ENGINE: Inline four-cylinder, liquid-cooled, DOHC 16-valve, 998cc, 76mm x 55mm bore & stroke, stock crank, standard ECU and traction control, EFI with 47mm throttle-bodies and oval sub-throttles, KHL camshafts, cylinder-head, gearbox, clutch, Akropovic Ti exhaust system, stock wiring loom

CHASSIS & BODYWORK: Stock ZX-10R frame with bracing around the head stock and an insert for head angle changes. Swingarm pivot point adjustable, factory swingarm, carbon-fibre sub-frame, KHL rearsets, 'bars, levers and controls, Showa factory suspension, Marchesini wheels, Brembo brakes, SpeedFiber carbon-fibre bodywork

PERFORMANCE: Approximately 210hp@15,000rpm, 165kg.



I thought maybe it was the tyre but when it happened again I thought I should pay a bit more attention getting through that point of the throttle opening and corner exit. What was a little deceiving though was the smoothness in acceleration of the engine and how the nicely the bike builds revs.

It feels very nice to ride and even in the wet it never felt aggressive or dangerous or like I might crash. The ZX-10R just gives you the feeling that you can have fun on it.

The only other issue apart from the unpredictable loss of traction on the exit a few times was the little bit of effort required trying to get the bike to come into the apex. A classic example of this is after the tight left Turn Five there is kind of a double right which they call Turn Six and Seven. You short shift up to third on the exit of Turn Five while changing direction and go through Turn Six on the gas all the way until you grab the brakes still on the side of the tyre for Turn Seven, where you need to trail brake all the way into the apex.

This is where I felt I really risked holding the brakes a fraction too long while trying to pull the bike into the apex. It felt like it preferred to continue straight instead of being made to turn in, which would explain the inertia effect of the crank.

The feeling from the Showa suspension was great apart from that sudden lack of grip, which to me felt like more of a mechanical grip issue. This could possibly be improved with the rear shock/link/pivot relationship and although corner entry grip at the rear was a small issue I knew exactly where it was all the time. The front of the bike and the responsiveness

1. The heavy standard crankshaft in the EVO machine is the single biggest disadvantage to the Superbike. However, this machine is still a championship winner in class. 2. Full factory Showa suspension. Pitty rated the forks highly and had not tried Showa before. 3. The standard electronics means the #44 EVO machine does not have an auto reverse blipper. 4&5. Stock braced ZX-10R frame. 6. The rear set-up is heavily based around rear tyre control on corner entry for stability.

of the brakes I couldn't fault at all.

Safely bringing the #44 EVO ZX-10R back to the garage I grabbed a quick chat with Salom's crew chief for the year – Toni Alfosea. I chatted with Toni, saying I really enjoyed the ride but mentioned if he checked the data he would see I was almost off the bike a couple of times, losing the rear without warning. I asked him what sort of issues they've had in the wet and in general all year and what the limits are compared to the Superbike

"We know of this problem with rear contact especially in the wet," said Toni, "And normally for a setting change from wet to dry it doesn't have to be big – so some preload or springs but basically it's the same bike.

"This bike from dry to wet we have to change the pivot to try and get some contact and grip, and even the link sometimes. "We were always searching for more rear contact in the wet and the dry trying to push the tyre into the track more. On corner entry as you said trying to get the bike to come into the apex was not easy with the heavier standard crank and I think this is where the Superbike guys will have problems next year with the new rules.

"Their electronics will help a lot and manage this issue where for us it was not so easy with the standard electronics. We have a very good system with the standard electronics but it does have its limits compared to the Marelli system on the Superbike.

"We do have the Marelli data recording and telemetry but the ECU and electronics are all standard. We have some things we can modify a little but the main difference is the speed it works and the reaction

time is slower. Of course to all the other EVO bikes and riders we had the best package and Kawasaki did a great job but we are talking the differences to the Superbike within this team."

I managed to bring both bikes back in one piece and can only hope Guim will invite me back next year – hopefully to ride another Championship winning Kawasaki. **RB**



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TWEAKED

ZX-12R DRAG CHAMP

MODIFIED BIKE CHAMP

This nine-second Kawasaki ZX-12R is a real sleeper...

WORDS: **KRIS HODGSON**
PHOTOGRAPHY: **KNACKERS BDP**

For Kawasaki fan Dave Carroll, picking a ZX-12R for drag racing was a simple decision, "It's much better looking than a Hayabusa," he explained – talking about his 2005 Kawasaki ZX-12R, which won the Australian Modified Bike Championship in 2014.

Some may argue that but taste is a personal thing, and the ZX-12R is certainly a far less common sight at the drags than a Hayabusa, with Dave picking this one up in 2005 with just 4500km on the clock, in pristine condition.

Once he turned his attention to drag racing, what was to follow was two years of hard work in which Dave, with the help of Phil Tainton, spent both time and money immeasurable, turning this bike into a champion.

From the start there was a few conditions to the build, as I'll let Dave explain, "Because this bike is also road registered I wanted to be able to fill it up at any servo, so it had to be tuned for premium 98 fuel. It could also have been mapped for high octane fuels but I'm too lazy to change fuels out just for racing – and I love the idea of taking it to the big dragbikes on my street Kawasaki!"

Not that unusual but unlike many of the bikes we see, this machine looks very stock, which brings us to the next condition... "My ZX-12R looks very stock from the outside," added Dave, "Right down to the stock levers and footpegs."

"I only like things that can make me go faster and much prefer an ordinary looking bike that goes fast, to a flash looking bike that's really pretty ordinary."

It's a hard point to argue, when you're talking to a national Modified Bike Champion and, as Dave correctly pointed out the ZX-12R is a sexy machine from the get-go, especially in this original paint scheme of metallic candy blue,

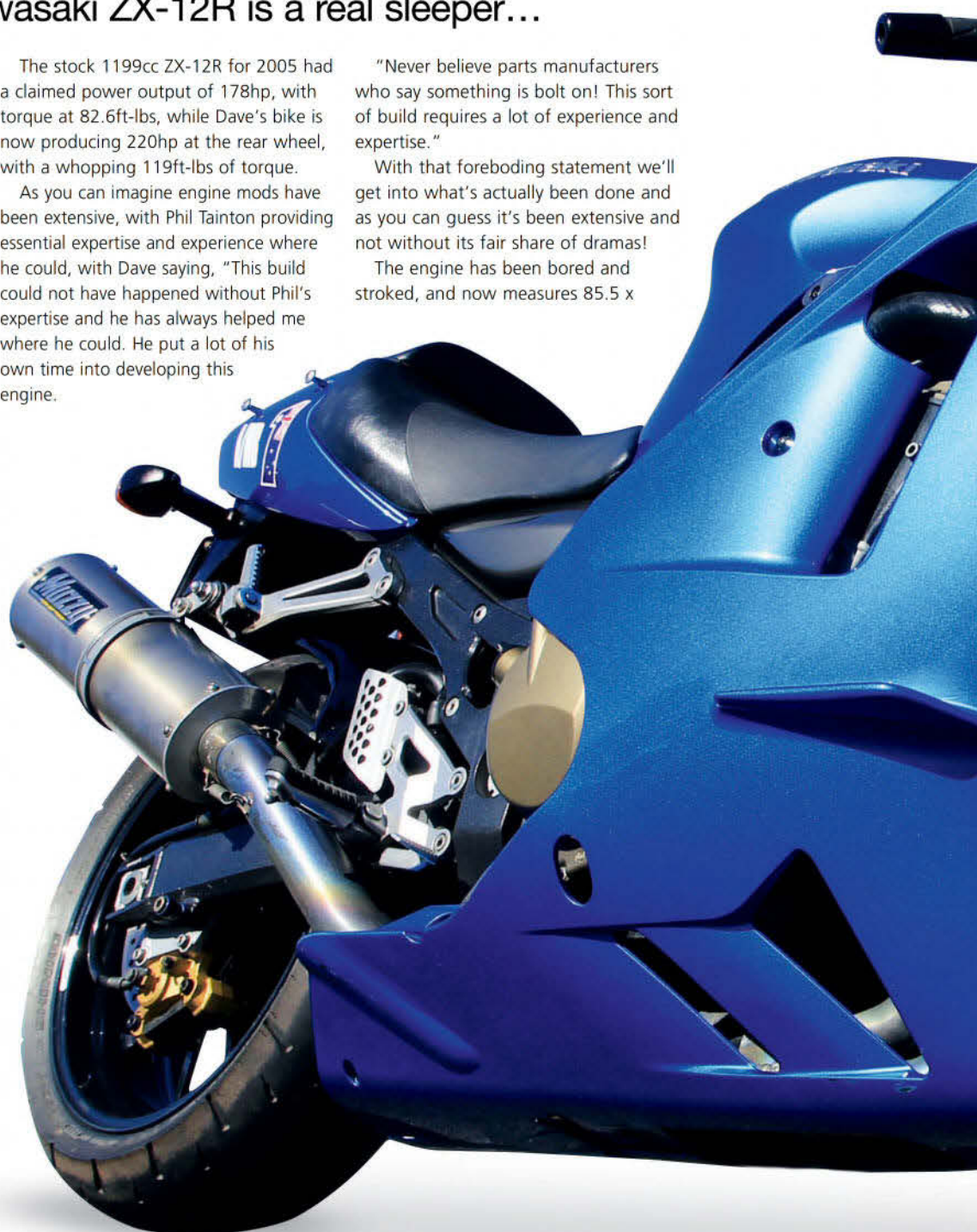
The stock 1199cc ZX-12R for 2005 had a claimed power output of 178hp, with torque at 82.6ft-lbs, while Dave's bike is now producing 220hp at the rear wheel, with a whopping 119ft-lbs of torque.

As you can imagine engine mods have been extensive, with Phil Tainton providing essential expertise and experience where he could, with Dave saying, "This build could not have happened without Phil's expertise and he has always helped me where he could. He put a lot of his own time into developing this engine."

"Never believe parts manufacturers who say something is bolt on! This sort of build requires a lot of experience and expertise."

With that foreboding statement we'll get into what's actually been done and as you can guess it's been extensive and not without its fair share of dramas!

The engine has been bored and stroked, and now measures 85.5 x





OWNER PROFILE

NAME: Dave Carroll
LOCALITY:

Melbourne

AGE: 45

HOW LONG HAVE YOU BEEN INTO BIKES?

Always.

WHAT OTHER BIKES HAVE YOU OWNED?

1978 Suzuki X7
250, 1989 Kawasaki
GPX250, 1978
Honda RD400, 1981
Suzuki RM250, 1993
Kawasaki ZZR600,
1996 Honda XR600,
1984 Suzuki Katana,
1995 Kawasaki
ZZR1100, 1996
Kawasaki ZX-6R

WHAT OTHER BIKES WOULD YOU LIKE TO OWN?

A Pro-Stock
dragbike would be
great... if I was
rich or had a lot of
sponsors.

WHAT INTERESTS DO YOU HAVE OTHER THAN MOTORCYCLING?

I always have a
new one, I don't sit
still for long. I run
a successful Trade
Painting Business
and am currently
working on starting
an import business,
importing food from
Japan.

60mm bore x stroke, compared to the standard 83 x 55.4mm bore x stroke.

The stock cylinders were bored out and replated but had to be spaced up to fit the extra stroke provided by an A.P.E. stroked 60mm crankshaft which had been lightened and welded to optimum proportions for racing and reliability.

The stock crankcase likewise needed heavy modification to fit the lengthened stroker, while Carillo H Beam conrods provide the premium solution to weaknesses found in the stock items in heavy duty applications, as well as being lighter to boot.

J.E. high tensile forged aluminium pistons complete with rings also replaced the stock items in the bored cylinders, helping to boost compression to the current ratio of 14:1, while the stock IN and EX valves have been retained but now sport heavier duty race springs and titanium retainers.

I love the idea of taking it to the big dragbikes on my street Kawasaki...

The camshafts were also replaced with Web Cam race cams, which had to be further nitrided for additional durability, while the stock head was ported to match the intakes and the Muzzy race system, then flowed on a SuperFlow SF-600 flowbench.

There was a fair bit of trial and error along the way with Dave explaining, "We had a lot of initial problems with the head. The stock valves needed to be replaced after years of racing and we went to stainless steel valves, which where a much cheaper option.

"After just a few rounds of racing though, they hammered themselves into the head. As we were running stock sizes we went back to stock valves and haven't had any further problems.

"We did have to increase spring pressures because the shims were buzzing around at high speed wearing out titanium spring retainers in a short period of time. Finally we nitrided the cams because an incompatibility of metals was destroying buckets and cams in just one round of racing, an issue

As mentioned

Saving unsprung weight are a set of GaleSpeed Type R forged aluminium rims front and rear, with the front clothed in Bridgestone rubber, while the rear uses a Shinko Hook Up



1. Stock injectors and fuel pump are used.
2. The forks were resprung and have caliper mounted tie-downs for at the drags.
- 3 & 4. Stock pegs with the heel guards drilled out as standard.
5. The stock shock is on max settings.
6. A full Muzzys race system is used.
6. Muzzys adjustable rear lowering links.
7. The standard length swingarm is used but the wheels are GaleSpeed forged items.

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straps to reduce
the risk of
wheelstands...

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1. This ZX-12R is amazingly stock, with just an aftermarket screen on the front end. 2 & 4. An MPS tether kill switch is a must for drag racing. Active quick action throttle. 3. An aftermarket shift light. 5. Dave proudly displays his best time. 6. The ZX-12Rs tail also proudly displays Dave's 2014 Championship win in Australian Modified Bike.

SPECIFICATIONS

ENGINE:

2005 Kawasaki ZX-12R, liquid-cooled, in-line four-cylinder, DOHC, 85.5 x 60mm bore x stroke, 14:1 compression, modified cases, lightened and welded 60mm stroker from A.P.E, Carillo H Beam conrods, J.E. forged pistons, bored out and replated stock cylinders, cylinder spacers, nitrided Web Cam racing cams, titanium IN and EX valve retainers and race springs, ported and flowed stock head, Power Commander III, K&N airfilter, Muzzys full titanium race system, Muzzys billet clutch basket, heavy-duty springs, custom clutch plates, Dynojet Quick Shifter, undercut gears, modified starter motor, -1T front sprocket

CHASSIS & BODYWORK:

Stock 2005 Kawasaki ZX-12R, GaleSpeed Type R forged aluminium wheels, Bridgestone 120/70 front tyre, Shinko Hook Up 190/50 rear tyre, Muzzys rear lowering links, Muzzys Sportbike Radial Caliper Lowering Strap Brackets, Active Quick Throttle, MPS Tether Kill Switch, Muzzys Mirror Block Off Plates, aftermarket shift light

Drag tyre – naturally.

Finally when the bike's at the drags, Dave chucks on a set of Muzzys mirror block-off plates, helping to reduce drag across the front of the bike, while he's got a shift light installed above the dash and a MPS Tether Kill Switch installed next to the Active Quick Throttle.

With a best quarter mile time of 9.47 and a highest speed of 160mph, Dave was a deserving winner of the 2014 Australian Modified Bike Championship and we look forward to seeing how he goes this year!

Dave's also admitted to not having any concrete plans to further

modify this ZX-12R, although chassis and suspension mods have been contemplated.

"I would love to get my stock length streetbike into the eight-second over a quarter mile," he added, and when we asked what he'd do different said, "If I had the money I would probably buy a ZX-14 and turn it into an outright dragbike – long, low and very fast. I learnt a lot from the engine build in the ZX-12R and I think we could do it without a lot of the problems we came up against in this build."

You can follow his racing exploits on his Facebook page:

Facebook.com/D.C.DrAGRACING **RB**



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FIVE YEARS ON

TEST: **JEFF WARE** PHOTOGRAPHY: **COURTESY OF BMW**

There was a new kid on the block in the superbike segment in 2010 that ruled the streets. Still a fantastic bike, here is our test from the world launch – you can read the new model launch on page 40...

B BMW launched the S 1000 RR to the world's press at the Portimao Circuit in Portugal just before Christmas, 2009. The Bavarian manufacturer chose this particular track to highlight the capabilities of their debut superbike. The undulating circuit is a mix of heavy braking, very fast sections and lots of corners – cambered, off camber, up and down dale, deep braking or early gas. Portimao has it all and is a challenge to any motorcycle and rider. And the S 1000 RR took it all on with no hesitation...

From the first moment I arrived at the circuit, BMW made it clear that the S 1000 RR was no quick fix entry to the sportsbike arena.

The machine has been in planning for over three years and before production commenced, over 100 pre production bikes were used in over one million kilometres of test riding... Add to that a full season in World Superbike where Troy Corser set a fastest lap and almost got the bike on the podium and you have some serious R&D behind this bike.

The challenge thrown to BMW was huge – build a motorcycle with supreme power, a wide rpm range, fast revving capacity and a stiff chassis and most of all, reduced weight. The bike also needed outstanding suspension, rideability and safety features. Not to mention a realistic price tag...

IN THE WET

It's not often that I pray for rain but this time, I was hoping quietly for a few wet sessions in the morning followed by a dry afternoon.

Amazingly after apparently two weeks and 160 journo's, (and no crashes) we got the first rainy morning. I walk around the stunning S 1000 RR, adjusting the levers and so forth for myself for the day. I'm allocated bike #14, Westy's race number, so that's gotta bring safe wet weather riding!

Sitting on the bike, I'm amazed at the amount of room. The reach to the bars is perfect and the footpegs and seat position feels so natural. I wonder if the taller Euro development riders help

here – Japanese brands are definitely less comfy for taller riders...

The finish is stunning, apart from some of the plastics around the fuel tank; the pillion hangers look out of place and cheap. The rest of the bike is high end in terms of quality of finish and fasteners.

I gear up and jump on for my first session. A quick lesson on the easy to use menus and switches for the modes and I'm off.

'Rain' mode is selected and is perfect for this situation. The first thing I notice as I follow ex 250 GP rider, Jurgen Fuchs on a few sighting laps is how smooth the throttle is. I've never felt EFI with such a low impact initial opening. And the power is deadened for the wet and just so confidence inspiring.

Within a lap, I'm confident in the Metzeler Interacts too, particularly the front. There is plenty of mechanical grip available from the bike. The track is also very grippy in the wet.

Highlights of my first 20-minutes on the bike are light, accurate steering with fantastic feel, a confidence-inspiring seating position with plenty of room to move around, sensational power delivery in 'Rain' mode and two very important aspects for fast, smooth rain riding – a great gearbox that is super slick via the quickshifter and offering great slip via the clutch on downshifts and incredible feel of the pressure point on the front brakes. I could brake very hard on the S 1000 RR with great confidence and feel. Amazing stuff...

The suspension was very soft for the wet session and helped make this bike by far the best wet weather sportsbike I've yet sampled.

Session two is also wet and with more track knowledge and confidence, I find myself riding at a much harder pace than expected on a road sportsbike. The S 1000 RR's traction and grip on street tyres in the wet is stunning. Getting the bike to the point of gently drifting or crab walking on the edge of the tyre where the tread ends allows me to carry good speed

through turns with confidence. The bike never does any sudden slips or movements and accelerating very hard off the turns is possible as the DTC does its thing in a completely unobtrusive way, that in no way upsets the handling, loads the front tyre or anything like that...

DRY RIDING

With some changes to the suspension to make the bike more suitable for dry riding, I set out for my first dry session.

With the mode set to 'Sport', I roll out of pit lane and accelerate towards turn one. The pull of the bike is astonishing and I'm instantly sure that this is the most powerful 1000 on the market. Only the

This is truly the closest inline four streetbike to a real superbike...

dyno will tell when we test the bike later in the year...

A few laps to heat the tyres and I put my head down. Just in case the rain comes back, I need to get as much info as possible so I decide to push hard for half the session in 'Sport' and half in 'Race', saving 'Slick' for the afternoon.

In 'Sport', the bike has full power and is crackingly fast. The throttle still feels dampened for optimum control, so I find myself wanting to open it earlier and earlier each corner, which suits the bike as the electronics do their bit and limit wheelstanding and wheelspin. As I exit some of the turns with damp patches, I just can't believe that I can have the bike at wide open throttle while leaned over, shifting via the fantastic quickshifter and the bike doesn't even move!

Despite the engine management optimising torque at all times, the S 1000

RR is a peakier ride thanks to such an oversquare engine. However, this is more pleasant to ride as I enjoy early throttle opening and the chassis does not tie itself in knots off corners due to massive torque.

It tracks true and is very stable off turns thanks to the power delivery. Although on paper the bike has more torque than the competition, a flat spot between 4000 and 6000rpm, may create this feeling.

I scroll through the menu on the chute and select 'Race'. When I brake for turn one and pull in the clutch, the bike switches to 'Race' via a switch in the clutch lever and when I re-open the throttle, I'm set to go. In 'Race' mode, the throttle feels more direct and peak power is the

same. The mode is designed for track days on street tyres – exactly what I'm doing. Although the power delivery is more direct, after a few laps I want more and switch to 'Slick' mode for the full feeling at the throttle. This is sensational and very direct with still the best initial opening of any EFI system I have felt.

As mentioned, the gearbox is a gem and shifting is seamless as I lap the circuit, addicted to the scream of the engine and the pop on gear changes! I do miss the odd downshift but speaking with others reveals that nobody else had a problem so it could be lazy shifting on my behalf. Still, with such a slick upshift I would expect smoother downshifting.

Off corners, the bike begins to boogie at around 7500rpm and really pulls hard to 9000rpm. From 9000rpm to 13000rpm, there is serious pull and speed and this is truly the closest inline-four streetbike to a real superbike that I've ridden. As an example, onto the front chute at Portimao in fourth gear, the bike is wheelstanding...

I find I have to really turn late so I can square up and get upright and tucked in behind the screen to avoid running wide on the back wheel coming onto the straight. I've never ridden a streetbike that does that!

CHASSIS PERFORMANCE

As good as the engine is, the chassis is a match. BMW have surprised us all by (thankfully in this class) avoiding any crazy ideas and simply improving on existing ideas rather than revolutionising them. The S 1000 RR has all the right ingredients – lightweight stiff chassis, long swingarm and good swingarm angle, light nimble handling with good feel and lots of

The BMW S 1000 RR revolutionised superbike expectations and has seen massive success since it's release, offering unsurpassed technology for it's price point.



USED RIDE



SPECIFICATIONS

2010 BMW S 1000 RR

PRICE THEN: \$21,990 (\$24,490 as tested with ABS & DTC) + ORC

PRICE NOW: \$13,000 – \$15,000

CLAIMED POWER:

142kW(193hp)@13000rpm

CLAIMED TORQUE:

112Nm(83ft-lbs)@9750rpm

WET WEIGHT (FULL TANK):

204kg (206.5 with ABS)

FUEL CAPACITY:

17.5L

ENGINE: Liquid-cooled, inline inline four-cylinder, DOHC, 16-valve four-stroke, 80 x 49.7mm bore x stroke, 999cc, 13:1 compression, BMS-KP eight injector EFI with 48mm throttle-bodies, variable velocity stacks and ram air induction, Dynamic Traction Control, four-into-one stainless steel headers with underslung centrally mounted catalytic converter and right-side stubby muffler

GEARBOX: Six-speed cassette-style with electronic quickshifter

CLUTCH: Wet multi-plate slipper clutch with cable actuation, Final drive: 525 chain

CHASSIS: Aluminium bridge frame, cast aluminium double-sided swingarm

WHEELBASE: 1432mm, Rake: 33.9°, Trail: 95.9mm

SUSPENSION: 46mm inverted forks, four-way adjustment, 120mm travel, fully adjustable monoshock, 130mm travel

BRAKES: Switchable ABS, stainless steel 320mm front rotors, Brembo four-piston radial-mount calipers, radial-pull master-cylinder, switchable ABS, single 220mm rear rotor, single-piston floating caliper

WHEELS & TYRES: Cast aluminium 10-spoke wheels, 3.50 x 17in, 6.00 x 17in, Metzeler Racetech Interact 120/70 – 17, 190/55 – 17

GROUND CLEARANCE: N/A

SEAT HEIGHT: 820mm

OVERALL HEIGHT: 1138mm

OVERALL WIDTH: 826mm

OVERALL LENGTH: 2056mm

INSTRUMENTS: Multi functional instrument cluster with LCD display incorporating lap time, mode indicator, temperature, gear position indicator, programmable shift light, speed, warning lights for all functionality and analogue tachometer.

mechanical grip. BMW also concentrate on a forward inclined and perfectly positioned C of G to give maximum front feel – and they have succeeded.

I found that lap after lap was possible without getting tired, mainly because all of my weight was evenly supported with very little weight on my wrists. In fact, it is possible to ride fast with only the lightest grip on the handlebars, which is perfect.

Initial bite of the brakes is strong, the way I like it and modulating braking pressure from that point is easy with lots of feel and feedback. The S 1000 RR brakes leave all other inline-four 1000 brakes to shame. They are powerful, fade free and give good feel at the lever and tyre point.

Initial turning is light and direct – where you look you go – and the steering is accurate, on or off the brakes with very little stand-up on the brakes into corners. The Metzeler tyre profile and geometry of the bike provides predictable and linear progression from upright to full lean and mid corner the S 1000 RR is planted and stays on line. Changing line in or out of a corner is possible – in fact, the S 1000 RR is one of the most nimble inline fours in the class and a match for the mighty Fireblade in cornering performance.

The suspension package is fantastic. The massive 46mm forks are very responsive to each click as I discovered when changing the bike from wet to dry. Each step makes a difference – unlike many forks where you have to keep on winding and winding then suddenly it is too much or too little. The numbers indicating the clickers are fantastic too.

Low speed comp was perfect on the fast undulating sections of the circuit and under hard braking, while high speed compression was not compromised in the choppy braking areas. The rear

set-up is softly sprung for my weight but compliant and well damped and would be sensational on the road. The bike only squatted and ran a little wide off the really hard accelerating corners but it was never an issue. Ground clearance is good too.

CONCLUSION

For BMW, this was uncharted terrain and a huge responsibility for the development team. Failure was not an option. And after riding the bike, I can assure you that BMW have come up with the goods and even set new standards in the 1000cc class...

Lightest ABS equipped bike in class? Tick... Most powerful bike in class? Tick... Shortest stroke and largest bore in class? Tick...

Largest valves and smallest followers in class? Tick...

Lightest and most compact engine in class? Tick...

1. Sachs suspension with Brembo Brakes.
2. Easy to read dash and the key can be used to adjust the suspension.
3. MotoGP style exhaust system, cast alloy wheels and cast aluminium swingarm.

By far the best wet weather sportsbike I've yet sampled...

Most accessories in class? Tick... Most sophisticated electronics in class? Tick...

The list goes on and on. Make no mistake. This machine is set to become a huge part of sportsbike culture, just like the big four Japanese makes. And at a price that puts it well ahead of any Euro superbikes with the same level of specification.

I'm convinced we're going to see plenty of S 1000 RRs on the road in 2010 and we just can't wait for our 2010 1000cc Comparo where we get the chance to punt the bike against the other six superbikes in the class... **RB**

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Pipe

Billet rearsets

Engine covers

Axle protectors

SUZUKI SUPER NAKED

WORDS: **JEFF WARE**

We have a new toy at *Rapid* HQ, a nice new GSX-S1000 nakedbike. Time to go nuts with the Suzuki Genuine Accessories!

Just in time for Jeff's 40th Birthday! The older gentleman's sportsbike has arrived! We will be spending the next six-months hotting up the already hot GSX-S1000. We plan on the following genuine accessories, plus some sticky rubber, a shock upgrade and an aftermarket exhaust system. We then want to get the bike down to the guru Phil Tainton at PTR for a tune-up... Stay tuned! **RB**

WHAT WE WANT TO DO!

- Billet rearsets
- Heated grips
- Coloured calipers
- Fuel cap
- Carbon-fibre bodywork parts
- Engine covers
- LED indicators
- Axle protectors
- Fender Eliminator



SPECIFICATIONS

2015 SUZUKI GSX-S1000

suzukimotorcycles.com.au

CLAIMED POWER:

107kW[146hp]@10,000rpm

CLAIMED TORQUE:

106Nm[80ft-lbs]@9500rpm

CLAIMED WET WEIGHT:

209kg

FUEL CAPACITY:

17L

ENGINE:

Liquid-cooled, four-stroke, forward-inclined parallel four-cylinder, four-valve per cylinder, DOHC, 73.4 x 59mm bore x stroke, 999cc, 12.1:1 compression, FEM pistons, 43mm throttle-bodies, 10-hole long-nose fuel injectors, water-cooled oil-cooler, SCEM plated cylinders, SET exhaust system

GEARBOX:

Constant mesh, six-speed

CLUTCH:

Back-torque limiter wet multi-plate

CHASSIS:

FEM designed alloy frame, alloy braced swingarm

SUSPENSION:

43mm KYB fully adjustable telescopic forks, 120mm travel, KYB rear shock, link type single shock, rebound and preload adjustment, N/A travel

BRAKES:

Bosch ABS system, Brembo radial-mount 32mm four-piston calipers, 310mm semi-floating stainless steel rotors, 220mm rear rotor with Nissin caliper, Nissin conventional master-cylinder

WHEELS & TYRES:

Cast alloy six-spoke 17in, Dunlop D214 120/70-17in (f), 190/50-17(r)

DIMENSIONS:

SEAT HEIGHT: 815mm

OVERALL HEIGHT: 1080mm

OVERALL LENGTH: 2115mm

WIDTH: 795mm

WHEELBASE: 1460mm

INSTRUMENTS:

Multi-function LCD display



GONE BUT NOT FORGOTTEN

WORDS: **JEFF, SIMON HARRIS**

Sadly, we have clipped the last apex on our beloved 899. If only we had another six-months together...

We've had a fantastic six-months living with Project 899 Panigale. Chosen and begged for by me after being so impressed with the bike way back in 2013 at the World Launch, I really didn't get enough time on the bike myself. But what time I did get in the saddle was memorable and 100 per cent enjoyable. That's the special thing about this bike – it's a street sportsbike not a superbike and therefore is brilliant to live with day-to-day and for weekend scratching.

An amazing machine that is a better option for road riders than it's big brother in my opinion. If you are thinking of a new sportsbike for the road, make sure you go and test ride an 899 before you decide on anything else. You will be pleasantly surprised... Stay tuned for our next Ducati Project! **RB**

WHAT WE DID

- Ducati Corse titanium Termignoni racing silencer kit (Includes air filter and map tune)
- Ducati Corse high screen (tinted)
- Carbon-fibre front guard
- Carbon-fibre rear hugger
- Carbon-fibre heel guard
- Carbon and aluminium alloy plate holder
- Rider comfort seat
- Anodised billet aluminium handlebar weights
- TechSpec Gripster tank grips
- Warp Speed Radiator Guard

1. The stock set-up leaves the radiators in harms way. We fitted a Warp Speed radiator protector (warpspeed.net.au) made here in OZ. **2.** Comes with full instructions and the wire mesh is extra strong. **3.** With fairings removed the Warp Speed guards zip tie on with special zip ties. **5.** Neat fit and only a few degrees increase in engine running temperature was recorded. A small price to pay for ultimate radiator protection.



SIMON SAYS

I had the pleasure of spending several weeks riding the 899 Panigale – riding consisted of commuting, several six-plus-hour stints and extensive punting through my favourite tarmac rollercoaster whenever time permitted – it has that effect.

So, what's it like? Apart from anguish on parting I must say that the 899 is a compelling proposition in terms of ownership.

Our test bike had accessories fitted that included a Comfort seat. This was relatively plush, complimenting ergonomics and weight shifting in corners, although making the bike a little tall for my meagre inside leg. I did alter the suspension from Jeff's fat settings with the aid of the manual and it became pretty compliant for a sports machine.

Overall build quality is impressive, with design and engineering something to behold, although the dash is verging on gimmicky. It is not really a user serviceable machine.

Actual riding is sublime, with an engine that has superb fuelling and abundant driveability without necessarily inducing myocardial infarction. Smooth is the word for this mill, and the feel and sound at revs is intoxicating. It runs hot around town – at times uncomfortably so. The gearbox features Ducati's quickshifter, which works superbly, providing an almost semi-automatic feel and innate ability to zing up the gearbox into jail time velocities.

Road performance surpasses my capabilities and provides much confidence. Great tyres, rigid but communicative chassis that makes grip awareness a sixth sense, massive brakes and a host of electronic aids make it easy to explore personal limits. To the point of improving one's riding skills, I reckon.

The 899 is a cracker of a bike and an excellent proposition for mortals not desiring 200 mules, but seeking a holistic and manageable hyper-sport experience.

SPECIAL THANKS

- Ducati Australia & NZ
- Fraser Motorcycles Concord
- Knee Down Distribution
- Warp Speed



THE PLAN

- RapidBike EVO fuel module
- A tune from Dyno Dave @ Sydney Dyno
- Taylormade Racing exhaust
- Powerbronze screen and hugger
- Tail tidy
- Carbon-fibre tank protector
- Aftermarket 'bar ends
- Revised gearing
- New chain
- Adjustable rearsets
- More carbon-fibre!
- Triumph LED indicators
- Triumph billet front brake reservoir



WINTER WORK

WORDS: KRIS HODGSON IMAGE (ACTION): KEITH MUIR

It's been a bit quiet on the Daytona 675R front but that's about to change!

The last month or so hasn't been quite so busy on the Daytona 675R, with all the preparations being made for the next lot of accessories, which has meant the bike's remained relatively unchanged.

Heading to Stay Upright's Advanced 1 Skills course I was able to switch over to the Ventura Sports-Rack and Sports-Pack, with the pack holding 10L which was more than enough for a training day at the track, while the rack itself is a much lower profile item, that I was able to leave on the bike while out lapping and doing exercises.

It doesn't offer quite the level of flexibility of the Touring-kit with Rally-Euro pack, but the Sports-Pack is a lot easier to lug around and is perfect for a sporty day out riding, where all you may need is some wet weather pull overs in case the weather turns and maybe some water and a snack.

The Rally-Euro is hard to take off though, as I know I can fit a huge amount of stuff inside, including doing a regular shop – yes that's right, no car means I go and do my shopping on the 675R each week. I don't need to jam

large loaves of bread between the triple and the screen anymore either thanks to the Ventura system.

One small hiccup was a headlight bulb failing just as we saw the daylight savings transition, meaning it was getting dark on the trip home from Rapid HQ. Luckily Peter from Kenma Australia was able to get me sorted, as they've just started distributing Osram motorcycle globes, with the Night Racer Plus and Cool Blue options available for very reasonable prices. Plus you get an awesome motorcycle helmet case with the Night Racer Plus globe.

I switched out both the high beam and the blown low beam on the 675R for the Night Racer Plus and Cool Blue Osram H7 12v 55w globes, which was a quick and painless job, and also swapped out the running light for an Osram W5W Cool Blue item to keep them all matching! The running light required taking off the screen and mirrors so what a little more work.

There was a noticeable improvement in the throw of the light, which was also whiter – something I certainly prefer, without looking blue. Just the improvement I was looking for!



Osram are also standard fitment is many higher end vehicles, so if you're worried about quality – don't be!

Ask at your local dealership or bike shop about Osram globes, or check out Kenma.com.au.

As it gets even darker I'll do an update and look at adjusting headlights for optimum light in the darker months, especially if you're riding out of the city, as not enough vision can be deadly.

Something I've been keeping under my hat until I could get permission from the Missus was a Taylormade Racing exhaust. I really like the stock exhaust on the new Daytona 675R but when I saw the Taylormade exhaust... I had to have it.

Getting into contact with the Australian distributor – Vee Two Australia – I've bought the exhaust and have it ready for fitment. Now I just need to get the spanners out. Stay tuned next issue for fitment.

With a aftermarket exhaust being added it was time to seriously consider tuning and luckily Quick Lap Performance will generously be sorting us with a RapidBike EVO module for the 675R. The RapidBike EVO module includes a self adaptive feature for maximum performance, while offering total injection control. We'll get it fitted up and head to Sydney Dyno at Worthington Motorcycles to get Dyno Dave to work his magic. Stay tuned next issue for the full story!

The final piece of the puzzle was sorting two other niggling issues – with plenty of highway miles I've been looking for a double bubble screen, plus a more suitable rear guard, with the stock carbon-fibre item looking great but offering no real protection from road grime, particularly in the wet.

Powerbronze Australia has come to the rescue though, and we've got a Powerbronze Airflow Double Bubble screen and rear hugger on the way.



Above: The Ventura Sports-Pack, with plenty of storage and a useful handle. Above right: The Taylormade slip on exhaust. Build quality is very high and it looks the business. Can't wait to fit it! It also has the dB killer fitted to keep volume under control. We'll soon see!

Below left: The Powerbronze Double Bubble screen and Rear hugger (images provided by Powerbronze) will help reduce wind buffeting and the amount of road grime thrown onto the shock and undertail. Bottom left: The Rapidbike EVO module that we'll be tuning the 675R with.



They haven't arrived yet but we've got some pics on Powerbronze's display bike in the meantime.

The Metzeler M7 RR tyres have also continued to prove their worth with wet weather over many of the weekends, with exceptional wet weather grip and very quick warm up on the increasingly cold mornings. It's great knowing your tyres are at optimal working condition as quickly as possible after you set off in winter. I've been recommending the Metzeler M7 RRs to a few mates who've mentioned feeling less secure in the wet and definitely recommend them to anyone who is looking for an all round tyre that provides confidence in adverse conditions.

The Hel Performance brake lines and Street Pro pads are also the business, especially combined with the Brembo brakes, so no complaints there!

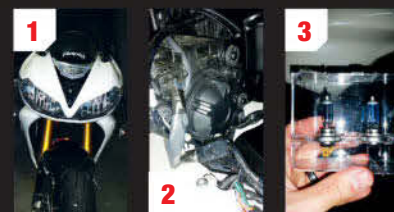
In the mean time safe riding and if you're having problems with the colder, wetter, darker weather, think about what you can do to your bike that'll help the situation.

Sometimes the cheapest mod like a tooth off the front sprocket, or plus a couple on the rear can make a massive difference. **RB**

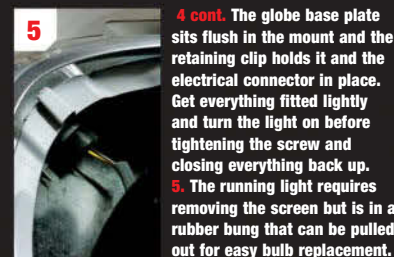
FITTED

- Triumph Pickup spools
- Triumph Engine and Frame protectors
- Triumph Comfort Seat
- HEL Performance Street Pro pads
- Tekarbon carbon-fibre exhaust heat shields and undertank panels
- Rad Guard radiator guard
- R & G Racing header guard
- R & G Racing tank protectors
- Ventura Euro-Touring rack system
- Metzeler Sportec M7 RR tyres
- HEL braided brake lines
- Triumph billet rear brake reservoir
- SSB Powersport Lithium Ultralite battery

OSRAM GLOBE FITMENT



1. The 675 has a sexy front end if I do say so myself. **2.** The headlight back cap prevents water from reaching the electrical connection and globe. It can be turned counter-clockwise and removed. Easy! **3.** The Osram globes from Kenma Australia, one Cool Blue, one Night Racer Plus. You'll get a very cool helmet light globe holder with your purchase of one or two globes. **4.** The electrical connector and globe is held in place by the wire retaining clip. Unscrew the screw and remove all three. Remove the old globe and replace with your new Osram item, avoiding touching the glass parts of the globe.



4 cont. The globe base plate sits flush in the mount and the retaining clip holds it and the electrical connector in place. Get everything fitted lightly and turn the light on before tightening the screw and closing everything back up. **5.** The running light requires removing the screen but is in a rubber bung that can be pulled out for easy bulb replacement.

SPECIAL THANKS

- Ric Andrews Motorcycles
- GMoto Imports
- Hel Performance Australia
- Kenma Australia
- Sydney Motorcycle Wreckers
- Powerbronze Australia
- Quick Lap Performance
- Vee Two Australia



STUFF THAT WORKS

- Shinko F003 120/70-17 Ultra Soft, \$179.00 RRP
- Shinko R003 A 190/50ZR17 Hook-Up Drag, \$299.00
- Silkolene Pro 4, 10/40 synthetic, 4L, \$97.40
- Silkolene Dot 4 universal brake fluid, 500ml, \$18.50
- Supplied by Warrian Enterprises, www.silkolene.com.au
- NG Brake Discs, 458, \$249.00 each
- SBS brake pads, 686HS, \$65.00 per caliper
- Venhill brake lines, SUZ-13001F, \$129.00
- Supplied by Kenma, www.kenma.com.au
- Pro-Bolt, brake rotor kit, SS15dicsgsxr, \$113.83
- Supplied by Pro-Bolt Australia, www.probolt-australia.com
- Front brake master cylinder piston and cup set, 59600-45860, \$27.31
- Supplied by Western Motorcycles, www.westernmotorcycles.com.au
- Front caliper seal kit, T62, \$125 delivered
- Supplied by Powerhouse Automotive, UK www.powerhouseautomotive.co.uk



THE SHORT BUS

WORDS: **MICK WITHERS** PHOTOGRAPHY: **GRANT STEPHENS**

The Short Bus hits an honest 200hp with 115ft/lb of torque. In other news, Mick redlights in a final.

Cop that. In the intro are the honest numbers and the reason why you talk to an expert and not some backyarder or forum hero.

When Leonard Azzopardi and I started talking about this top-end rebuild, I made it clear that I wanted to be able to start the 1397 engine with a single battery and ride it to the track without any stress.

There were no massive peak

horsepower or torque numbers promised. This was to be a street engine, albeit with a strong set of lungs and long legs but still 100 per cent streetable.

Aftermarket cams with more lift and duration could have been easily included in place of the stock Hayabusa Gen 2 cams that I already owned. The added increases would have also increased the stress on the valvetrain and required valve springs with higher pressures as well as mods to ensure that the extra lift wasn't going to cause any fouling between valve keepers and valve guides. All of this would have added to the cost and at this level, simply weren't needed.

When Leonard measured the compression ratio, he rang and asked whether I would like this amount or a higher amount. The difference was in the gasket thickness with both being relatively conservative and perfectly happy to run

on premium unleaded straight out of any pump in Australia. I chose the lower compression ratio.

The whole focus was to build a strong engine with stock reliability and a long lifetime. We could have been greedy and added more top-end power but that would have been at the expense of mid-range torque.

When he strapped The Short Bus down at Sydney Dyno and gave it a run, Dave Holdforth found that it was running rich everywhere. Being conservative and to make sure that we had plenty of reserve, Leonard recommended replacing the stock injectors with a set of Blackbird injectors. With a claimed 25 per cent greater flow than stock, he reckoned that they'd be more than adequate. Being a direct fit makes them even more attractive. My mate Wally had a set that he'd removed from his own Gen 1 when he switched to



52000 injectors, so I bought them and got another mate to service them.

On his test rig, Tony Polito measured the Blackbird injectors at 305 to 315cc/min of flow compared to the stockers' 275cc/min. Was there enough flow? Dave found that The Short Bus was happiest with minus figures in every one of the Power Commander III's available cells.

Before handing it back, Leonard took The Short Bus for a ride with one eye on the Zeitronix AFR gauge. As expected, it was rich but safe. And I forgot to tell Dave.

Even though I could have used the Woolich Racing Log Box Pro and software to make a lot of changes inside the stock ECU, I didn't. All that I did was raise the upper rev limit from the standard 10,800rpm, and also set it up to trigger the shift light. That's it.

Dave speaks fluent Dynojet and was able to quickly translate what The Short Bus was telling him and apply the changes in the PC III's maps.

I've got a PCV sitting here but decided to stick with the PC III as it does fuel changes and that's all we're doing. The ignition curve is 100 per cent untouched.

There are probably readers out there telling themselves that I'm leaving potential horsepower on the table. They're right. I am. Even Leonard told me that I could pick up more by adding the right amounts of timing and upping the compression, but I'm stubborn and want to do things this way.

Have a look at the dyno sheet for the before and after torque and horsepower figures. They are healthy gains with no losses anywhere.

Before going back to the track, I ripped into the front brakes. They had developed drag as the rotors and pads were grooved and the pistons were also dragging and not returning fully.

A combination of NG Brake rotors, SBS Brake pads, Venhill brake lines, Pro Bolt

rotor bolts and Silkolene brake fluid along with a genuine Suzuki rebuild kit for the master-cylinder and caliper rebuild kits from Powerhouse Automotive in the UK fixed the drag.

The original plan was to do the brakes a couple of issues back but that was interrupted by the top-end rebuild.

Here's a tip – buy yourself a decent vacuum brake bleeder, or borrow one. They are worth their weight in unicorn farts. A few hours in the shed and the brakes felt better than they ever had.

Bedding in the pads to the rotors was done at slow speed around the Sydney Dragway pits and then in the braking area from over 220km/h.

The only other things I did was re-work the clutch springs, and fit the seat that I'd had modified by VCM with taller padding for more leg room and also to make it closer to the same height as the tank so that I could tuck in behind the screen – that worked a treat for me.

When I offered Leonard the first passes down track on the fresh Short Bus at a Test & Tune, he accepted and after a 10.63/135mph, he returned and ran 10.03/142.63 and then 9.973/143.86.

Across the scales, Leonard and Short Bus weighed in at 335.48kg. This was also his first time on a short-wheelbase bike with a button-activated shifter. When I rolled across the scales, we found that there was a weight difference of 57.98kg.

For the first time in a long time, I was actually nervous before my first runs.

Three runs later, I'd run 10.90, 10.67 and 10.62 with terminal speeds of 137.51, 138.57 and 139.10.

Then there was the 12 o'clock wheel stand that saw me and the Short Bus vertical. Fear and determination saved the day, I landed it and stayed on but needed to sit and think about life for a while.

The post mortem of the Test & Tune? The engine is a monster with peak torque

at 7700rpm, the rear shock was good when it was new 100,000km ago but now it's little more than a pogo stick. A new one is on the way, the brakes got better with every pass. Two-fingered stopping from over 220km/h is very easy. They would be a great combo for any street, drag or track-day bike.

Next outing was at the first round of the Atura NSW Drag Racing Championships a fortnight later.

At the end of qualifying, I was sixth in Street Bike after a double PB 10.614/139.65. In the first round I was in front of Adrian 'Sterlo' Watson and rolled off early for the win. I won the second round against Sean Ricketts by 0.02-seconds and scored a bye in the third round where I ran 10.574, another new PB. John 'Pucko' Puckeridge broke out trying to get past me in the semi-finals. I was in the final! As I'd said to Matt Lisle that morning, I was going home with a trophy.

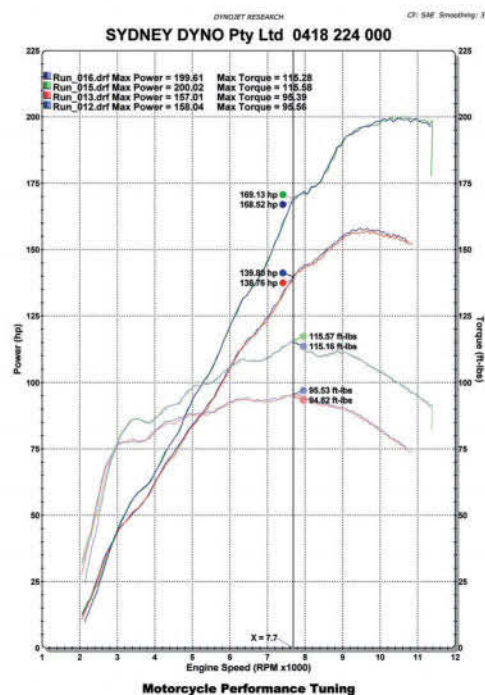
Manuel Hliounakis was in the other lane and left with a lazy .120 reaction while I beat myself with a .044 redlight to hand him the win. But I had my first drag racing trophy since 1992.

The only maintenance I need to do before the next round is drain and refill the Silkolene Pro 4 along with a new oil filter. I'm also planning to remove and replace all of the rear bodywork with the extended tail and underguard from IM Composite Technologies. The swingarm's going to be replaced with an 8in-over arm that came from Jason Ellem, and the rear pogo stick will be replaced by the shiny, new Ikon shock absorber.

Was the cost of parts and labour worth it? Absolutely. As it stands now, I have a 1397cc Hayabusa that has the potential to run quicker and faster, and keep doing it for a long time to come.

You've gotta be happy with that. Thank you Leonard, Dave and everybody else who has helped so far. **RB**

After all the mods The Short Bus is putting out a genuine 200hp at the rear wheel, with peak torque of 115ft-lbs. That's a gain of over 40hp and 20ft-lbs of torque over the baseline dyno runs, all with a focus on being a streetable and reliable ride for years to come.



RACE TUNING

A map for the track day and a map for the street can be a great way to have your tune set-up...



LEFT: Justin Woolich (right) seen here with Ben Henry, is regarded as one of the best engine management specialists and tuners in the world. The creator of Woolich Log Box Pro, Justin is in demand for his services globally from World Superbike to Isle of Man TT racing and here in ASBK and ASC. He is based in Brisbane, Qld.

The Log Box Pro kit came with everything I needed – the the Log Box Pro data logger with 4gb CF card already installed, all wiring and cabling, plugs and fittings, an O2 sensor, the Wideband O2 control unit and the gauge.

All up fitment took four hours including removing the Hayabusa fairings, which are a pain in the arse. It was all smooth sailing with great instructions and my only criticism is that wiring connectors are not pre fitted so there is a bit of fiddling and soldering required plus the instructions had to be printed from an online PDF.

The kit all sits neatly under the pillion seat and access is very easy for tuning or downloading logs.

The Zeitrionix gauge is easy to read and use.

Once hooked up we had to start learning the software, which is quite complex. There are tutorials available online so as we went to print we were learning the system.

In the meantime a good autotune was achieved and the bike is running like a dream.

Next issue we'll have the dyno tuning complete and I'll start having a play on the streets. The Log Box Pro is designed to log data while you ride so you can tune to suit.

So last issue we fitted the Woolich Racing Log Box Pro and Zeitrionix wideband O2 sensor plus ran up a base autotune map for the bike. This month we have tuned the Busa and the bike is running spot on thanks to Justin Woolich, Glenn Northridge and Dave Holdforth but it hasn't been without a few dramas. In the end Glenn saved the day for us with a hot map!

The result is a stock C map for wet weather riding. This is unchanged from the factory ECU settings. I spend a lot of time in C mode, particularly around town. The throttle is nice and soft and power is easy.

A mode, which is normally a general street riding mode with full power, is now the standard Suzuki A mode, refined with Woolich Racing Autotune with the A/F ratios optimised for better running. This is 180hp and 106ft-lbs

at the wheel and nice and smooth all the way through. It is the red graph shown. B mode is now a hot map that Glenn Northridge and Dave Holdforth built. It opens the secondary throttle-bodies much, much earlier than the stock map. It also has the ignition retarding in lower gears eliminated, optimised ignition and fuel mapping, the rpm rev limit raised and the speed limiter removed.

The bike is marginally more powerful at 185-horsepower and 108ft-lbs but more importantly, it makes that power much faster and accelerated much quicker over time. This is the map I will use for drag racing. It is way too abrupt on the throttle for the street...

Other things I've done include setting the thermo fan to come on at 95°C and switch off at 90°C rather than 105°C and off at 100°C. The rev limit is 500rpm lower in the C and A maps for engine longevity also. Here's what we did along the way....**RB**



1 A series of LED indicators are used during the read and write ECU task while the CF card can log 80 hours of data.



2 Dave Holdforth is Central Coast based and his dyno services are for hire. Call him on 0418 224 000.



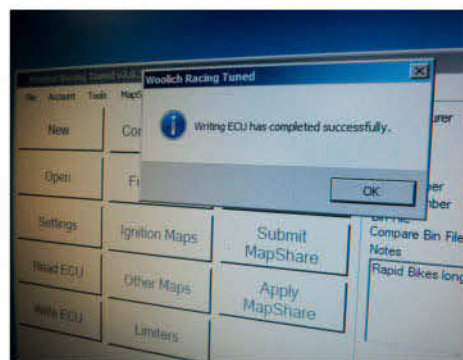
3 The Log Box Pro and Zeitrionx O2 sensor can be purchased from Woolichracing.com.au



4 Using a wide band O2 sensor and gauge alongside the Log Box is a good idea, particularly with racing bikes.



5 Peter Molloy and Dave Holdforth helped with our tuning as we wanted a base tune and the dyno saved time.



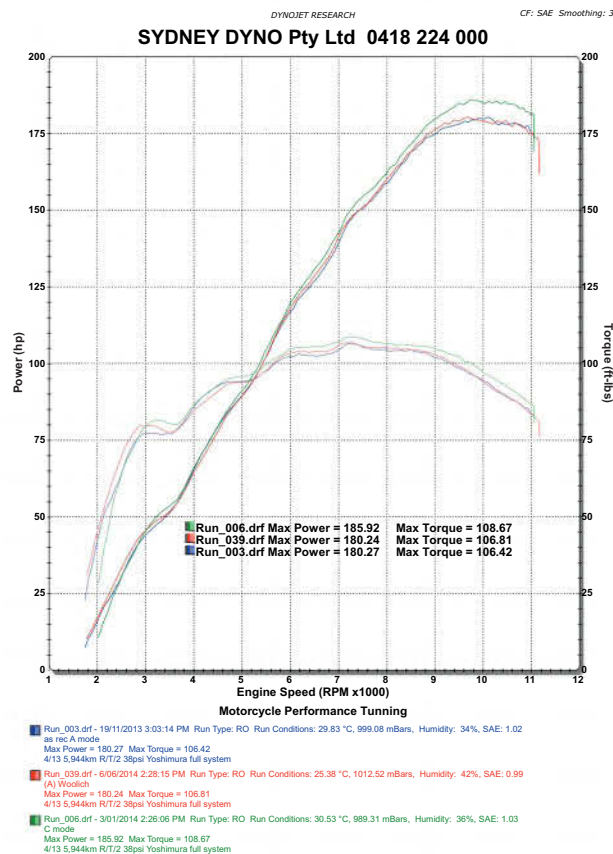
6 The Woolich software allows you to read and write to the ECU directly so there are no intercepting add-ons.



7 Installation is quick and easy and the system very compact and lightweight.



8 Ben Henry has been a part of the development with Justin.



9 Our Hayabusa gained through the entire rpm range - we also got a hot map for drag racing that opened the secondary throttle-plates earlier than the road map does.



TECHTIME

WITH: ANDY SPANNERS



SET ME FREE

I want to get a base set-up on my GSX-R1000. I ride medium to quick on the road, tour a bit and do a ride day at least every few months, where I ride as a slower rider in the faster paced group if that makes sense. What would you recommend, as a guideline, between road and track. Something I can do in five minutes each time I get to the track. I'm only 72kg.

Paul C, Vic

Hi Paul,

Initially you need the correct spring sag dialled in for your weight.

With this set, two five-kilometre stretches of different, yet typical, examples of the tarmac you ride are needed, plus a screwdriver and notepad. Start off with the dampers at 50 per cent of their maximums and tune the rebound adjusters first before going to compression.

You may well find that you have a five-click deficit between bumpy surfaces where the bike needs some looseness and the smoother stuff. Keep a record of these two settings.

When you next go to Phillip Island, dial in the smooth road settings. Then you can further tune out some of the pitch to suit the new environment by stepping up your compression and rebound as necessary.

PLAYING WITH THE TWINS

I'm about to turbo my first bike. It's a VTR1000 and I'm thinking twin turbos. What are your thoughts? Can you explain, for us plebs, what is needed?

Reva, Email

Hi Reva,

Twin turbos will not work on a VTR1000 as you can't buy turbos that small. For example, each turbo would have to be able to run a 500cc motor and the smallest turbo I have found is off a Suzuki Cappuccino and they have a high-revving 650cc engine. They'll work on some V-twins but the problem with your bike is that it's not a big hp bike to start with like a Ducati, VTR1000R or TLR1000. Your bike really needs to be fuel injected, as setting up carbies is a real pain.

I'd suggest running a single turbo like a T25 from a Nissan EXA. This would work fine and you won't have any hassle making power with one turbo. The only hassle would be setting up the carbies.

MIGHTY ZRX1200

I have a ZRX1200R bought new in 2006 that now has 40,000km on it. I love it. I've done in a 1700km day on it and it didn't hurt a bit. Well, maybe a little...

I live in a quiet street with nice quiet people. I leave for work at 4.00am and don't want to piss

anyone off. But I also want more grunt, more go and more rideability and I want to achieve these goals with the stock exhaust system.

The airbox intake is modestly sized, should I enlarge it? Should I fit a new OEM filter or aftermarket?

Should I fit an ignition advance plate to a stock motor? Would the Dyno Jet kit be any good for my bike?

Is stock float level the best below 4000rpm? Or should I just buy an open system, get divorced and move out? Or buy a Hayabusa?

Grant, Email.

G'day Grant,

Fuel delivery below 4000rpm is controlled by the fuel level, aka float height. To properly dial-in the full throttle/low rpm power, fine adjustment is always beneficial. If the bike responds to full throttle at 3000 rpm nicely when it's cooler, but not quite as well when fully warmed up, the fuel level is too high. I've gotta go with Factory Pro on this because they've got quite a few options.

They make a 3.0 Jet kit with plenty of adjustment, it comes with pod filters so you can completely remove the airbox. They also make a 2.5 jet kit which retains the stock bodywork and just removes the rear of the airbox to open it up and house a single K&N round filter for much better airflow. Then they also make a trick little ignition advance plate that will give you a bit more snap in the throttle response.

As far as I can tell the reason Factory Pro have jumped on this bike is because it's a reliable streetfighter, popular in other parts of the world and Dynojet stopped making kits for any Z-Rex past 2005.

These kits will work with the stock pipes but anything you do would really benefit from a higher flowing exhaust system. I've got one in my shop that belongs to Phil from riderageradio.com with a Kerker full system that looks and sounds sweet.

So, this is a case of you weighing up your priorities. If your wife loves you she'll understand how important your motorbike is, and how it makes you happy.



WINNER

SHOULD I WARM MY BIKE UP?

Can you set the age old question straight once and for all? Do newer bikes need to be warmed up by: idling, ridden straight away, blipping the throttle, or some other way?

Dave, Email

G'day Dave,

It is my experience that the longer a cold engine idles, the more fuel bypasses the rings and that pollutes and destroys the oil (no frills or full synthetic). The benzine in the fuel does to engine oil what water does to water based paints.

I believe 20 to 30 seconds is enough time for the fuel injection enrichening cycle to settle down, then you can ride off quietly and let the engine warm up, as it will seal quicker under a load. As for the blipping technique, this is strictly for race bikes using 0-weight oil where the stock oil pump is not capable of lifting the oil at idle rpm. These engines generally get an oil change each day of a meeting.

Now for the people that let their engine idle till the temp gauge registers a certain temp. Here's a simple test for you at the next oil change. Smell that black shit you call engine oil. Squish it between your fingers and then tell me how good that is for your engine. It'll be like black petrol.



RUINED ROTORS

I have a GSX-R1000 and I have recently ruined my front brake discs over the last few track days. They now have severe hot spots and a black greasy substance seems to form on them after a while. I would like to get a set of the cool Braking Wave rotors I have seen on several of the featured bikes. Could you please point me in the direction of someone who sells them? Also what would be a good matching set of brake pads for these discs?

Greg, Email

Hi Greg,

On a 'Busa, you should be able to get close to 250-horsepower but the capacity would need to be at least 1600cc. The engine would have to be the same spec's as a Pro Stock Bike motor. That's the only way you can get this type of power out of a non-turbo engine. The reliability would not be that good as you are on the limit all the time, good for racing but not for road use.

Phil Tainton (PTR) has a very high horsepower naturally aspirated big-bore Hayabusa that is supposed to be a whopping 280hp at the wheel!

Hi Paul,

The black greasy substance is a tad concerning. You'd want to make sure the forks seals and caliper seals are not leaking. If they're OK, then you can consider some wave rotors, which will give more of a cooling effect. The 'pad compound will also help the braking force without applying as much pressure, which causes hot spots. And braided lines will give you more feel, so you can use the brakes more effectively. Ben Shaw at Extreme Creations makes his own Buzz Saw rotors – try him, see his ad in this issue.

POWER

My question is: how much horsepower and what ETs can you expect from a naturally aspirated 'Busa?

Greg, Email

STOCK MAPS

I have a question about mapping. Are the standard maps that come with piggyback fuelling computers good enough?

Richard Marshal, Email

Hi Richard,

Yes they are good but some common sense needs to be used. American-market bikes generally use a different ECU to us. In Australia we use the European ECU but our fuel is completely different to what's available in either the US or Europe.

So, to answer your question, my suggestion to all is do not use the American maps, I suggest you use the European maps. If your bike still has an odd moment that you don't like, consider investing in a custom fuel map.



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TOWARDS A BIKE DETAIL!



MOTO TECNICA

Moto Tecnica is a small workshop and dealership that more than pulls its weight!

Moto Tecnica is a self proclaimed boutique dealership, specialising in Italian and American motorcycles, with their relatively small showroom packed with all manner of MV Agusta and EBR exotica, including a customer's Confederate last time I dropped by.

Another MV Agusta was being uncrated in the workshop and a long list of bikes waited for their turn under David, Damien

and John's careful care. I had originally met the blokes from Moto Tecnica when I needed to get my Dad's MV Agusta 910R serviced on short notice and was highly impressed with their ability to fit me in during the busy pre-Christmas period, despite being very busy already.

Another unusual aspect to the workshop is the addition of cars and when I asked David

whether good feedback from customers regarding bike purchases and servicing had them bringing in their cars as well he was quick to admit this was the case.

With plans to move to a larger premise later in the year, things can only get better for Moto Tecnica with the team providing exceptional service and a great one stop shop for both car and bike needs!



HOW LONG HAVE YOU BEEN IN THE MOTORCYCLE INDUSTRY?

We've been in the motorcycle industry for three years. We spent a lot of time in the automotive industry before starting a workshop catering for both cars and bikes, which eventually led us to open a motorcycle dealership. We have worked on many cars in the past, mostly European some high performance marques such as Lamborghini, but motorcycles have always been the passion.

DID YOU START THE BUSINESS?

Yes, we started the business from scratch.

WAS IT DIFFICULT TO START THE BUSINESS?

Yes, it is a very competitive industry with a substantial initial investment so it has been a difficult but equally rewarding experience for everyone involved. We are learning new things every day and with the rapid evolution of technology especially with electronics I believe the job will always be challenging for all of us.

HAVE YOU ALWAYS HAD AN INTEREST IN BIKES?

Yes, bikes have always been interesting as it is the most dynamic vehicle available. Probably only a fighter plane could provide a greater sensation of speed and acceleration but no one can have an F18 Hornet in the garage.

WHAT MACHINERY DO YOU HAVE IN THE WORKSHOP?

We have all the major service tools, equipment to fit and balance tyres, special tools for the brands that we carry and a wide range of diagnostic tools to cater for most bikes and cars.

WHAT TOOLS DO YOU USE THE MOST?

Our 1/2in and 1/4in torque wrenches.

WHAT BIKES ARE YOU CURRENTLY WORKING ON?

We have an MV Agusta F3 800 Ago and Brutale Italia on the bike hoists at the moment and a Mercedes ML63 AMG and a Toyota Hilux on the car hoists.

WHAT IS UNIQUE ABOUT YOUR BUSINESS?

Probably the most unique attribute would be that we work on a wide range of car and bikes. We have a small dedicated team so customers know all our staff personally. Over the years many of our customers have become our mates.

WHAT'S ONE OF THE MOST INTERESTING PIECES OF WORK YOU HAVE DONE?

Engine rebuild on a KTM RC8 and a Lamborghini Gallardo Spyder – both engines had spun a big-end bearing and an engine rebuild on a Porsche Boxster S which had an intermediate shaft bearing failure.

WHAT DO YOU LOVE MOST ABOUT YOUR JOB?

The wide variety of machines we see come through our shop mean no two days are the same and there is always something interesting to work on.

ANY REGRETS?

Not so far.

WHAT ARE YOUR PLANS FOR THE FUTURE?

We are planning on moving to a larger building to expand the business with a greater area for the showroom and service department. In the future we would like to offer a more complete service by having facilities to dyno tune bikes and more staff to strengthen the team.

STAFF:

Henry Qi Huang – Managing Director

Most recent bikes owned: BMW R 1200 GS, Ducati 1098, BMW S 1000 RR, MV Agusta F4 RC on order.

David Song – Dealer Manager, MV Agusta factory trained technician

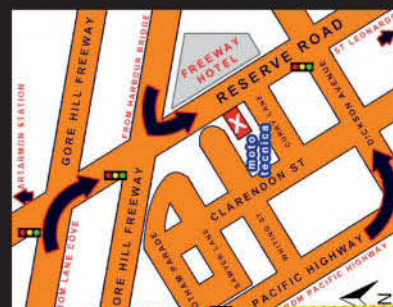
Most recent bikes owned: MV Agusta Brutale 750, MV Agusta Dragster 800, BMW HP4, Ducati Desmosedici RR, MV Agusta F4SR

Damien Llewelyn – Technical Manager, car/motorcycle technician, previously employed by Porsche and Aston Martin

Most recent bikes owned: Triumph Daytona 675 SE (soon to be replaced by MV Agusta Brutale 1090)

John Gomez – Car Technician, specialised in the past on Italian cars, namely Lamborghini and Alfa Romeo

Most recent bikes owned: SYM VS125 **RB**



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RESTORING YOUR BODYWORK PT I

Whether you are restoring your bike or going custom, Pommie has all the tips of the trade...

WHERE TO BEGIN

Assessing condition is a hard thing, especially if you don't have much mechanical knowledge but if the bike is a common one, then parts should be easy to find. The hard thing is working out if the bike is worth fixing in the first place.

If you are going to do the job right, then you are pretty much either going to repair, repaint, rechrome or replace everything on the bike so that needs to

be taken into account when assessing how much work you have in front of you. If the bike has been sitting unused for a long period of time, then you are more than likely going to need an engine rebuild. If the engine is running it would be wise to give it a strip down and check over while it's out of the bike.

When you are looking for a project, pay careful attention to the frame, check it closely for cracks and any serious rust, because finding a new frame can be

Tanks are an area that often cops a beating, whether it be externally from a crash or drop, or due to internal rust. Any work requiring welding needs special care as holding fuel can mean even an empty tank is dangerous. Kits for sealing the internal surface of a tank are also available to prevent rust or corrosion.

hard and more importantly, any defects with the structural integrity of the frame is an accident waiting to happen.

If the frame is steel and only has surface rust, then this is normal and not a problem but look for previous dodgy repairs. Again, play attention to the frame, check for non-original welds and extra bracing that's been added.

If you intend to show the bike in a concourse class, then anything that's not original will detract from the bike and also the value, plus, may impact on the strength and safety of the frame – research is the key...





WHAT YOU NEED

You are also going to need some tools, if this is the only job you are ever going to do, you may wish to consider hiring but trust me, once you have the bug you will want to restore more bikes, so buying is the best option. The essentials are a compressor, these are very cheap now and for a bike restoration they don't need to be big, a 2hp is all I use and I've had my el'cheapo for years.

You will also need a spray gun, I have a selection of guns but I have in the past done full bikes, including a full custom candy apple paint job on my Buell, with only a small, cheap touch-up gun.

The other main tools you need, would be an angle grinder and a bench grinder/polisher, which both have the option for different attachments, sanding grinding and polishing etc. You may also need some welding done but this is a whole new skill and if it involves any kind of structural work then it should be left to a professional. I myself don't have a welder but I do have a good friend called Graham, who is an expert TiG welder and has all his own gear and I also have access to a welder at work.

Hand tools are also essential and if you are planning a restoration then I'm assuming that you already have spanners, sockets and a selection of screwdrivers. I have a lot of tools myself but every now and then I come across

some odd size that I don't have. Bear in mind that bikes made in different parts of the world have their own measuring systems and different nut and bolt sizes are commonly used.

These include metric for a lot of European bikes, Imperial for British and American bikes and some really old bikes sometimes use odd bicycle sizes.

RESTORE OR REPLACE

Assuming you already have a bike or box of bits in front of you, the first job is working out which parts can be restored and which need to be replaced. If you are doing the renovation yourself, then this will depend on your skill level.

I'm a bit of a tight arse, so I believe in fixing what I can, more importantly, I enjoy the feeling of people asking "Who did the work for you?" and after 30 years, that feeling has never left, when I say 'I did it myself'.

When it comes down to it, you can fix most things yourself if you have the skills, don't underestimate the power of YouTube, you may have to do a bit of searching but chances are someone has had a go and filmed what you are trying to do. Also, join an owners club or if there isn't one, get on a forum where you can get some technical advice.

Restoring or replacing an item will really come down to you to how badly the part is damaged or rusted. ▶

With the right tools and preparation professional results are within your grasp but extra care must be taken in some areas, such as using two-pac or setting up a spray booth.

This theory is not always the case – sometimes a bike is so rare that there are no replacement parts available, this can even be true with some of the more common models. I would have all painted parts sandblasted so you can see what you are working with and what damage has been hiding under the paint.

If you can't find parts anywhere, then all is not lost, almost anything can be custom-made – the problem with this is it's going to cost you. A friend of mine is restoring an old ACME (never heard of it? Me either...) and needed a steering head nut that couldn't be sourced anywhere, after a trip to an engineer and \$140 later he had his nut.

The point is, don't panic, if you're not capable of fixing something, get some professional help. A good panel beater or spray painter should be able to rebuild just about any tank, side panel or guard – I have fixed things in the past that looked beyond repair but sometimes you just have to get on with it and have a go.

REPAIRS AND OPTIONS

The bike part that seems to cop the worst punishment is the fuel tank. This item tends to rust from the inside out and can be a real pain to fix.

Depending on the extent of the rust you will need to consider if it's worth repairing or trying to source a new one. I once spent 40 hours on a tank off a MV 750s from the early '70s – this is a very rare and expensive bike and finding a spare tank anywhere in the world was not an option. Repairing rust in a fuel tank can also be dangerous, even if the tank is empty and has had no fuel in it for years it can still explode and kill you.

So, if it requires any work that produces a spark such as welding or grinding, then it should be handed to an expert for repair. The pros will fill the tank with an inert gas, such as carbon monoxide before they weld or grid it.

If you only have light rust inside your tank, you could get it sand blasted, once you do this, then you can seal the inside with a membrane. There are a few on the market but the two-pack epoxy ones work best and will even seal small pin holes in the tank and will not perish once the fuel is inserted. Some are even suitable for race fuel and ethanol based fuels.

Sandblasting is probably the best way to prepare parts, I would recommend getting all the painted parts sand blasted, that way you are starting with a clean slate and you can see what you have to work with and it's really the only way to



get into the pits of the rust. There are also other forms of blasting and range from smooth to coarse, blasting various nut shells to harsh sand grits.

MATERIALS

These are the materials you'll need, depend on how much of the restoration you are doing yourself but assuming you are doing everything except for the sandblasting and chroming:

Paint stripper, various sandpapers ranging from course 40-grit to superfine 1200 wet and dry paper.

For your angle grinder and bench grinder you'll need cutting disks, sanding disks and a rotating wire brush, plus a polishing head to prepare for chroming.

You will also need universal cleaning thinners, wax and grease remover, filler, fine filler/stopper, a sanding block, paint, activator, tack cloth, top coat thinners, a good quality primer and an etch primer. You will probably need rust kill – this will prevent surface rust coming back.

Safety equipment is very important, the spray mask I use and recommend is a Sundstruom, which takes SR 218 gas filters, these masks are pretty much the industry standard and available in most panel/spray shop suppliers. Other health and safety gear you need would be dust masks, glasses, ear protection and gloves – disposable and leather.

PAINTING OPTIONS

If you are going to paint the bike yourself you will have to work out which type of paint you will be using. There are

Almost anything can be repaired, or at worst custom fabricated but it's often a matter of the money or time involved. Getting the right tools for the job is a good first step, as the right purchases will last a very long time, if not a lifetime if you take care of them.

two main types of paint for automotive use, acrylic and two-pack.

Acrylic is a cellulosed thinners based system and is less toxic than two-pack but also has a lot of disadvantages, such as the finish is not as glossy and it's nowhere near as hard wearing as two-pack, acrylic will also fade in time and will need continual polishing.

Two-pack, if applied correctly will not need polishing and the gloss will last forever – almost. Another plus is, good quality two-pack paint is far more stable under UV light, meaning is far more durable to fading from the sun.

The problem with two-pack, which is always my first option to use, is you will need a descent mask and understanding neighbours, because it stinks and is really bad for you if breathed in, it will also stick to any car within 200m – not good.

For the frame and some body parts, you could also consider getting them powder coated. Powder coating is hard wearing and if your bike was built in the '80s then this may be the way to go as some frames were done this way from the factory. I personally am not a big fan of this method because if it does chip and start coming off, it starts to look bad pretty quick. **RB**



NEXT ISSUE

We start applying paint...

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OSRAM M/C GLOBES

Blowing a headlight globe isn't just inconvenient, in winter it can make the trip home downright dangerous.

Headlights and indeed all your running lights are an area you really can't neglect, particularly in winter when you'll often be travelling in the dark.

Weak or incorrectly angled headlights will limit your vision and that means your safety, and in many cases motorcyclists end up going to a car shop for their globes, when something goes wrong or improvement is needed. But now you don't need to! Kenma Australia are now supplying Osram motorcycle specific globe packs, available in single or double packs to make life a little easier and that means globes can be available through your local dealer and motorcycle shop.

A new set of Osram globes are affordable, offer better vision and lighting at night and, you've got the old ones (if they are still working) as backups. Osram globes are also OEM equipment in many high-end vehicles, so you don't need to worry about quality – these are top notch.

Installing headlight globes, at least on Triumph's 2013 onwards Daytona 675 is extremely easy.

All you need to do is remove the fairing infill panels on each side, giving you access to the rear of the headlights. These are capped off by covers that keep the headlight area watertight and can be popped out by turning them counter-clockwise.

Inside the headlight globe socket assembly is held in place by a wire retaining clip that is screwed into place and holds both the globe and the electrical connection. Remove the screw and the globe assembly can be pulled out from the headlight gently, just be careful – the plate that sits around the base of the bulb can be sharp.

Remove the old globe from the connector and replace it with the new item, being careful not to touch the glass of the new globe – a clean piece of cloth will do the job for holding the base to be extra careful. Fit the new globe and electrical connector back into the headlight and replace the wire retaining clip and loosely tighten the screw to hold it in place. Now before replacing the cap and fairing infill panel, turn the bike on and start it up to ensure that the globe you've just fitted is actually working and seated correctly!

Once you've confirmed it is working properly, tighten the screw holding the retaining wire, double checking the plate is seated properly and that the electrical connector is properly connected.

Then replace the cap, ensuring you screw it back on properly. Finally replace the fairing infill.

In this case I replaced the hi-beam light globe as well, which just involved the same process on the other side of the bike. Easy!

The two headlights replaced were both H7 55w items, and were replaced with the same offerings from Osram, with a Cool Blue for the low beam and a Night Racer Plus for the high beam.

With this done, it was also a good time to replace the running light, which sits above and between the headlights, requiring a 12V-5W bulb, which Peter from Kenma was able to provide as well.

Switching this bulb was easy but took a little more time as the mirrors and screen needed to be removed to access the running light. Then it was just a matter of pulling the rubber bung out and removing the original bulb, followed by



replacing it with the Osram 12V 5W W5W Cool Blue globe, again avoiding touching the glass.

With the change in daylight savings time and heading home in the dark every night the difference provided by the Osram globes was massive, with much better vision and reach, as well as a much less yellow beam, without being overly blue either.

A definite improvement that's for sure, and a set of Osram H4 or H7 globes is only \$59.95 for Night Racer Plus or Cool Blue globes, with single packs available for \$29.95, and you'll get a cool helmet light globe holder as well! **RB**

For fitment images see pages 76-77.



You get a nifty motorcycle helmet globe case with your purchase, with Osram offering a number of different globes for all kinds of applications, with these being regular Halogen globes.

OSRAM GLOBES

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(With one helmet globe case): \$59.95 RRP

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TARGET FIXATION

The best riders in the world make less mistakes than we do. Agreed? Does this then mean that they are immune to making errors? No, of course not. Does it mean that they do not share the same survival reactions (or SRs) that we all have as human beings? Definitely not!

They absolutely share the exact same SRs that we all exhibit...they just do it less frequently and theirs don't kick in until they are travelling at a considerably higher speed (or riding level) than us mere mortals. This generally means that they are more subtle and therefore much harder to see in the best riders but that does not mean they aren't present.

Let's now take a look at one of the most common visual SRs – target fixation. I'm sure we all have an idea of what target fixation is but let's just revisit that for a minute to make sure we're all on the same page.

Here's the Wikipedia definition: "Target fixation is an attentional phenomenon observed in humans in which an individual becomes so focused on an observed object that their awareness of hazards or obstacles diminishes. The phenomenon is most commonly associated with scenarios in which the observer is in control of a high-speed vehicle or other mode of transportation. In such cases, the observer may fixate so intently on the target that they will not take necessary action to avoid it, thus colliding with it."

"The phenomenon is common amongst racing drivers, fighter pilots, motorcyclists, mountain bikers, and surfers, among others. When individuals target fixate, they are prone to steer in the direction of their gaze, which is often the ultimate cause of a collision."

So how many of you have never experienced this phenomenon? If you put your hand up, you're probably not being completely honest with yourself, or, you've never ridden a motorcycle before. The truth is that we have all target fixated at one point or another. In fact, for some this habit is so highly ingrained that you may not even be aware that you are doing it.

So what sort of things do we tend to target fix on? Generally it is something we want to avoid. Somewhere that we don't want to go which, unfortunately, doesn't make any sense. Why? That's easy. Where do you tend to go? You go where you look right? So your body's natural tendency is to look for things it doesn't want to hit but, it is also your body's natural reaction to go where you look.

Is it just me that sees this as a problem?

So let's take a look at how this applies to some riders you might have heard of before. I'm going to use the example of multiple World Champion Jorge Lorenzo's overtaking manoeuvre on Britain's Bradley Smith as they entered Turn 1 for the 11th time at the recent Circuit Of The Americas MotoGP race. If you have a chance to review that footage (the pass is about 22 minutes into the race), you may notice something that is easily missed if you're not looking for it.

As Smith turns into the first corner, he is a fraction wide and on a line that would see him marginally wider than the inside curbing for the apex of his line. Lorenzo who has closed up on him under brakes is slightly to the outside of him and basically following his line.

Then, in a split second, Lorenzo steers the bike a little tighter and dives up the inside of Smith so that he just pass him as they both apex the turn. What did you notice about this?

Let me tell you what happened. Smith was running a fraction wide as he steered the bike

in. Lorenzo was just to the outside of him and effectively following him in on a very similar line. Why? Because Jorge was looking at the back of Smith's bike.

Mind you, he only does it for a second or so, but he still does it. If you look closely you can actually see him hesitate to turn the bike in fully for just a fraction of a second. Then, when he recognizes that Smith will run a little wide, he looks back to where he wants to go and turns the bike onto a tighter line and passes Smith.

That is what target fixation at World Champion level looks like. It is only there for a fraction of a second and it doesn't kick in until they are travelling at speeds you and I only ever dream of, but it is still there. It still exists.

So what's my point here? Are we all doomed to struggle with these SRs for the rest of our natural lives? Unfortunately, yes. We are. But, if you can manage them correctly they could have much less effect on you than they currently do... **AB**





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LOOKING FORWARD

With The Rear View Mirror

In the last issue, I made various comments about how electronic social interaction between differing factions of the motorcycling world was seen to have degraded into one of mindless slander and now I'm going to balance that out by talking about the good vibes that are currently buzzing through the modified motorcycle market.

While some bikes have remained popular ever since they were first envisaged – either by a factory and its engineers (think Vincent Black Shadow) or by a crazed spanner-wielding loon in his own garage – the first image that springs to mind here is Steve Burns and his ground-breaking Monster turbo Spondon – others have frittered away into obscurity. None of us are bothered about those machines that have been forgotten about. Or at least, we're not bothered about them until they surreptitiously slide back into the limelight...

The biggest example of that rather strange phenomenon is the café racer. As a massively popular cult machine in the '50s and '60s, the café racer was, at its prime, a highly race-tuned missile that had the very best of aftermarket parts and home-brewed engineering to make it the fastest and most agile of road-going vehicles. At its worst, it was a commuter hack with handlebars so low that they'd give the rider chronic sciatica within two minutes and vibrate his fillings out within four, if he ever managed to get the recalcitrant bugger to start.

Rose-tinted glasses show a '50s vision of dozens of immaculate Tritons blasting between roadside cafes, tassled jackets bedecked with 59 Club badges, chrome studs and patches, white silk scarves billowing in the 100mph wake. And that's the vision that has helped to bring back the café racer in the 21st Century, so we'll pretend that it was true, given that the recent explosion of interest in café racers (or "caffays" as the Americans like to call them) has helped to expand the remit of a custom motorcycle.

Riding on the back of the interest in 60-year-old race reps is the trendy fascination with bobbers, especially among those trendy types who like to refer to themselves as hipsters. The burgeoning interest in bobbers continues the expansion



None of us are bothered about those machines that have been forgotten about...

of what most people understand a custom motorcycle is. And as that comprehension widens, we can see other niche styles of bike becoming more popular.

Café racers and bobbers are being followed by flat trackers and street scramblers, both of which were popular in the late '60s and early '70s and both have even been replicated by factory production models! That all seems a bit late in the day but it is very reminiscent of a certain British factory building a bike that was directly influenced by a streetfightered Harris Magnum about twenty years ago...

You may be thinking that I've managed to squeeze in a very tenuous link between streetfighters and the increase in interest in bobbers and café racers but our cousins in North America have hardened that tenuous link into further derivations of custom bikes – the café fighter and the streetfighter bobber. The streetfighter version of a bobber is incredibly similar to its original American form, in that a bike is bobbed – it has any extraneous bodywork cut off and thrown in the general direction of away, while the rolling gear, brakes and so on, tend to remain as standard, having a more efficient capability thanks to the

reduced weight of the bike.

Moving on to the horrible name of café-fighter and we soon see that the links are closer. An original café racer was pretty much the race replica of the day, with trick suspension and brakes, and highly tuned engines. So, just like a genuine streetfighter, outright performance was the aim, with no regard for personal comfort, practicality or social standing.

For me – a man who likes anything with two wheels and an engine but with a particular penchant for the violence and noise of a streetfighter – the increasing popularity of these two sub-genres is particularly exciting. Partly because it brings a variety of style and substance to something that has the possibility of going a little bit stale, partly because any modified bike is a shit-load cooler than standard fare but also because the return of café racers and bobbers have brought new people into the modifying arena.

People who, previously, were only ever interested in standard motorcycles, or had no interest in bikes whatsoever. And, if there is going to be any future for modified bikes, then it lies in bringing new people to the scene. We've got enough to deal with as it is, thanks to type approval, the 'shock and awe' anti-bike gang laws, biased emission regulations and far more. We really don't need any of the in-house bickering that we see on social media thank you very much.

Look to the future. Peace and love. **RB**



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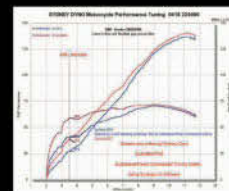
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RACING ON THE STREET

The term 'racing' portrays to many people what they see on TV like Nascar, V8 Supercars, Bathurst, Formula 1....

In real life Adam was driving his sporty Nissan car in the Northern Beaches of Sydney recently, with another car and a bike just tagging along, following him. When he briefly accelerated to pass a slow vehicle they followed him.

A Police Officer saw this and charged Adam with "Street Racing" suspending his licence on the spot and removed the number plates from the car suspending the registration for three months.

The Officer must have had a re-think about this later because when I rang him he was amicable and agreed to withdraw the charge if Adam pleaded guilty to say Speeding 20 over, a large step down from 12 months disqualification to none.

The Magistrate when making the order said that Adam was the luckiest person in the court room...

DARE DEVILS

BY-THE-WAY OF LEGAL INTEREST



THE COST OF JUSTICE

Vince was pulled up for a morning after RBT and to his huge surprise blew Mid-Range or over 0.08 with instant licence suspension.

He instructed me and was precise with the timing and small amounts of alcohol consumed the night before which indicated to me that the Breath Analyser was wrong and in fact Vince's alcohol reading should have been zero.

These machines are rarely wrong but mistakes do happen and I believed in Vince's veracity and I had acted for him before. I

told him we need to consult a Pharmacologist and if the Police still wanted to pursue it after reading his report we would need to defend it at a Hearing in Court.

He said how much and I told him at least \$6,000 including the expert's report and court evidence.

He said he could not afford it and instructed me to plead guilty and was disqualified.

I DARE YOU!

Zoe is married to Harry who is a disqualified driver but only has a month to go before he can get his licence. They live in the Southern Highlands of NSW.

Zoe only has her Learner Licence but needs a licenced driver as instructor so Harry does not qualify.

One afternoon after both had worked a very long day they look in the fridge and find it empty and there is also a large dog to be fed.

So in an error of judgement Harry drives to the nearest centre, which is about a kilometre away with Zoe when they find there is a Highway Patrol doing a blitz and they get pulled over for an RBT.

Harry tells them about his non licence but Zoe goes off and gives the Cops a piece of her

F-bomb, apparently many times.

They say, "Lady calm down and if you don't we will have to charge you as an accessory, as Harry is driving your car and you know he is disqualified."

I have always wanted to say this – and Zoe replies, "Well why don't you fucking charge me then!"

They oblige and she is charged with "Aid and abet disqualified driver".

Get this, even with no record she is facing the exact same penalty as Harry – \$5,500 maximum fine, 12-months maximum jail, mandatory 2 years disqualification and further 5 years disqualification for being a Habitual Traffic Offender. They were both in the pool!

With a bit of luck and some good management the Magistrate lets Zoe off with nothing and gives Harry the minimum penalty.

Zoe now has her P1 licence and they are managing but at one point things were grim.

I loved the daring, what a moment! But on later reflection, what was the cost...

Mark Stenberg
Solicitor
SYDNEY



MISCELLANEOUS RAMBLINGS

CHANGING TIMES 2

Last Column I told you our annual or twice annual rides to Phillip Island have evaporated – I have not been for two years.

This year about 12 of the boys went to PI the long way on mostly gravel roads with a few

fire trails thrown in.

They stayed in out of the way pubs in the middle of nowhere or camped as these bikes can carry camping gear. They had a whale of a time ... and the locals who normally did not see motorcycle riders loved them and

gave them fantastic hospitality.

Is this a trend we need to know about?

Let's live the dream and meet on the winding road or single track... and you can always contact me on mark@lawstop.com.au

DISCLAIMER

"Sue me????... Don't be a Wanker... OR IN OTHER WORDS... The above article is topical entertainment rather than legal advice as your circumstances and rules that apply to you are likely to be different. For abundant caution seek individual legal advice for your actual situation."



RETURN OF A LEGEND

WORDS: **HEATHER WATSON** PHOTOGRAPHY: **COURTESY OF DUCATI**

Both the first two World SBK rounds of the season turned out to be even busier than I had expected. Sensationally, Troy Bayliss was back on track, subbing for our injured rider Davide Giugliano in the Aruba.it Racing – Ducati Superbike Team garage.

Mr Bayliss last raced with Ducati in 2008, and his final season in World Supers was incidentally my first, which meant I was in for a real baptism by fire that year! Seven years after the three-times World Champ last raced in the series, I caught up with him at the end of what were two eventful weekends, both on and off the track.

INTERVIEW WITH A LEGEND

Heather Watson: Troy, the fans had long been hoping for you to make a reappearance and so you finally made their dreams come true – how did this all come about?

Troy Bayliss: Well there were a few factors and it just sort of made sense. I really felt for Davide when he had the accident, no-one wants to see any rider get hurt but when I heard how serious his injury was I thought I'd contact Ernesto and see if they were thinking to put anyone on the bike.

I love Phillip Island and of course the track was celebrating 25 years of World

With Giugliano injured, Aussies and Ducatisti were stoked to see Troy Bayliss back on board a Ducati for the Phillip Island round of the WSBK. He placed 13th in Race 1 and 16th in Race 2 while facing tyre issues.

Superbikes, so I thought that it would be good, for the fans and for the track, to have an Aussie on the bike. I was also going down anyway for the Baylissic Scramble event... Then, after Phillip Island, I thought it would be good to do one more event, to see what I could do if I actually had some time to prepare! And so I took part in Thailand too.

HW: What was it like walking back into the Ducati pits on day one at the Island?

TB: It was just great to be back. I was really excited on the way down and then I arrived and thought, is this really happening?

A lot of the guys I worked with before are still in the garage now, so that's been cool, catching up with Paolo, Ernesto and

Troy Bayliss also returned for the following Thailand round, taking ninth in Race 1 and 11th in Race 2, proving he's still competitive, even with extremely limited preparation.

the boys and getting another chance to work with them all.

Only a couple of my 'old' crew have moved on so in some ways it was like nothing had changed! There's always a great atmosphere in the Ducati garage.

HW: And how about getting on the Panigale R for the first time...?

TB: It might have been a 'new' bike in many ways but I've always said that, for me, sitting on the Ducati Superbike is like sitting in my chair at home and this time was no different.

Although it took me a few laps to get into it, I soon felt right at home riding it.

HW: But a lot must have changed between 2008 and now?

TB: I guess a few things have changed yeah – with a bunch of new riders, a new Superpole format, shorter sessions, only one bike – which I wasn't too pleased about as if I'd had the second bike I could have been straight out during the first Friday morning session instead of sitting it out in the box.

There are a few more buttons on the bike now too but I still felt pretty good on it. Some things might have changed but a lot hasn't!

HW: Did the Island experience bring up a lot of old emotions?

TB: For sure. I had a fun weekend and I brought my son Oli along too. Another reason I wanted to do this is because he's 11 now and so he doesn't really remember much of when I used to race.

I thought it'd be good to bring him down and show him what the Superbikes are all about. He had a great time, and did some riding in my Scramble event too with some of the other young guys, until he crashed and hurt his wrist that is!

HW: And did it all pan out as you'd hoped on race day?

TB: Well I might not have finished top 10 but I know that I had the pace to be there. Especially in Race 2 I felt that I could run with those guys. But the tyre didn't allow me to.

We used the same rear tyre as Chaz so I don't know, I guess a combination of my riding style and not enough time on the bike led to that result. I just know that without the blistering I'd have taken a better result. I know that I use the edge of the tyre more than others and that gives the tyre a hard time.

But, overall, in many ways everything felt exactly the same as it did seven years ago – I made progress in every session and despite limited track time, I went faster in the race than in the qualifying. I admit I'm not as fit as I was but I definitely haven't lost the racecraft – I was able to make up a few places in the opening laps which comes down to knowing the track so well and I don't think you lose the speed either...

HW: And then came Thailand...

TB: Yes. To be honest I had wanted to go to the Island and get my arse kicked but I don't think that that really happened. Then I thought about doing one more event, to see how I could go if I had more time to train and prepare. I was definitely



better prepared, having spent the weeks between Phillip Island and Thailand training like mad.

It took a little while to get going in the first practice on Friday but a few trusted changes, one in particular that I used to use back in the day, took us in the right direction. I was reasonably happy with Superpole, and did more or less what I had expected to do on the Q. It was all looking OK and my pace wasn't looking bad...

HW: And the races themselves?

TB: Honestly they were some of the hardest conditions I've ever ridden in. I've never been a fan of the really hot races, like when we used to race at Misano in the summer and that hasn't changed.

I nearly died in the first race, it was that hot. I'd never

had the hydration unit in my leathers before now and I chose not to take a drink in the first race, which was a mistake – I really suffered.

In Race 2 things were a little better but then the pace dropped off and that was that. So I don't think my performance was disgraceful but it could have been a little better.

I knew that I wasn't going to win but I hope that the fans appreciated the experience of seeing me back on the bike for the two events. People were calling it a comeback but it was just a good opportunity to work with the guys again and ride the Panigale. It was a combination of circumstances that brought





me back and it was also great fun to catch up with everyone in the paddock, and line up against some young riders I'd never raced against before.

HW: Most importantly, did you enjoy yourself?

TB: Of course! I've had a great time, racing with a lot of the guys for the first time and catching up with a lot of old friends like I said. Testing at Mugello in recent years has been good but you're all on your own there of course, so it's been cool to be back in the mix with real competition.

I often thought about coming back for a wildcard ride or something and this was that chance. Kim and I decided to move our lives, and our kids lives, back to Australia when I finished up at the end of 2008 and it was definitely the right decision.

I was lucky enough to finish my career fit and healthy and I've seen that I can still be fast but I'm happy with my life with the family in Australia, enjoying family

time, cycling, good food and drink... I'm happy and it's not as if I don't get to ride anymore!

HW: And you're still working with Ducati?

TB: Yeah, we've just confirmed things for this year, so I'll be doing some appearances for Ducati in my role as brand ambassador.

HW: At the Island you put on the Baylissic Scramble of course...

TB: Yeah, it went really well, though I couldn't ride the whole event of course as I was on track for SBK!

I got some good guys along to take part – Karl Muggeridge, Chris Vermeulen, Troy Corser, Jason Crump, whose team won the event – and then we had a few junior entries, including my boy Oli.

I hope the fans enjoyed it – it was a bit of fun I reckon! And we'll be doing the same thing at the Island over the MotoGP weekend in October, which will be great as I will be able to get more riding in!

HW: What else have you got going on...?

TB: Well in the last couple of years Troy Bayliss Events has really taken off and we're running the motorcycle shows alongside the FCAI. We started last year doing the first in March in Brisbane and then we did the Melbourne Expo recently, running the Baylissic Scramble there too.

I'm working with Mark Peterson, who's been running the shows for years, so with his experience together with what I've seen over the years in Europe, we're doing what we can to bring excitement to the shows. This year there's the big one at Homebush in Sydney from 20-22 November.

Then our other main event is the Troy Bayliss Classic in Taree every January – it's growing and growing and we were really pleased with this year's third edition of the event. So I'm keeping busy, it's all good!

We're looking forward to seeing Troy Bayliss at the Sydney Motorcycle Show in November! 

Troy Bayliss Events is running the 2015 Sydney Motorcycle Show this year in November, from the 20th to the 22nd, which will be held in Homebush.



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CHOOSE YOUR RIDE

I've just finished reading issue 96 and have to say it is one of the better issues of recent years. I read your *Editorial* with interest and have to agree 100 per cent. It does not matter what you ride as long as there is a reason and a relationship that is practical and emotional.

Yours in bikes.

Paul, Email.

G'day Paul,
True. Very true. As I mentioned in that editorial, I'm totally hooked on my old 1995 Fireblade at the moment – and it was a bargain at \$3300.00. In fact I just got some new fairings for it! Check out the pic... – Ed

RENNIE IS BACK!

I was enjoying the article *Rainey Ride* in your latest issue and got to the end and thought, 'Which American journalist wrote that?' – then I saw Rennie Scaysbrook was the man responsible for the words.

I have not seen Rennie's name in print for years so it is fantastic to see him back on board, I always enjoyed his tests and I've seen him race a few times. A real chip off the old block that one!

That Rainey bike is mighty impressive.

Col, Email.

G'day Col,
Yep it's great to have Rennie back as a contributor. He has been a busy man working for various magazines and editing an off road magazine. He has now headed to the USA to work as a bike journalist over there and will continue to contribute to Rapid Bikes – Ed

YZF-R1 LAUNCH TEST

Thanks for the fantastic and comprehensive in issue 96. I've read pretty much all of the other tests from the Aussie press and yours is the most comprehensive and informative. I was hanging to fork out for a new one but now I am going to wait and see what your opinion is on the new BMW S 1000 RR.

Ian, Email.

G'day Ian,
Thanks for the feedback. We try and make our tests and comprehensive as possible. Unfortunately I was unable to get to the

local launch of the S 1000 RR but our own Tony 'Pommie' Wilding made it down there to Phillip Island and rates the bike highly – you can read his report this issue – Ed



MONSTER 821

I enjoyed Kris's test on the Monster 821. I'm thinking about buying one but just have a concern about the suspension. Kris says the bike handles well for your regular road use but reaches a limit when pushed hard. I'm just wondering how that compares to say the Street Triple R handling... The suspension is very basic but the price is quite good for a Ducati.

Pete, Email

Hey Peter,
That's a hard comparison as the Street Triple R has adjustable forks unlike the 821 and when I said pushed hard, that was with emphasis on the 'hard' bit. For legal road riding with a good bit to spare I found the 821 suspension great but past a point wasn't getting the same level of confidence or feedback that normally lets me know when I'm nearing my riding limits (such as they are) before the machine's, especially in twistier more challenging sections. Whether this could be dialed out through more



work with the rear shock, or having the fork internals setup for the rider's specific weight is another thing entirely. For me, the suspension was exceptional across all surfaces up to a point (or more precisely a speed) but after that point I became aware that I didn't feel confident pushing harder due to the feedback I was getting, especially from the front end. That being said for 99 per cent of my normal riding everyday that wouldn't be the case. All bikes have trade-offs somewhere though if we are honest, with the 821 being exceptional value and a great machine. It is built to a price! – Kris

BOSS 'BUSA 'FIGHTER

Another top bike with input by Ben Shaw at Extreme Creations and of course the owner, Matty. I've been wanting to build a Hayabusa streetfighter forever but right now the funds are limiting me so I need to settle for perving on bikes like this.

I reckon it is a top build and should be

considered for Modified Bike Of The Year next year. Also great see it is actually ridden! I'm looking forward to eventually building a Gen2 'Busa 'Fighter in bright Orange.

I'll be heading straight for Extreme Creations when I do – just need to get this mortgage under control!

Alex, Email.



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OLD V NEW

The Suzuki GSX-R750 Old Versus New test was really cool, more of these thanks. As it happens, I also own a 1985 GSX-R750. I was a GSX-R750 rider until 1993.

I had a few between 1985 and 1993 and kept the original. I still use it sometimes and it has 97k on the clock.

I swapped to Kawasaki in 1993 and bought a ZXR as I just could not stand my GSX-R750WP, it was a heavy pile of junk compared the M model I traded for it... I stuck to Kawsaki for many years although I regret now not buying a Fireblade when they came out.

I can't believe the GSX-R750WP came out at the same time as the first Fireblade. What were Suzuki thinking? I've recently been thinking I'd like to

try another GSX-R750, 23-years later. I'm 60-years old and I'm not interested in a full power 1000. Thanks for the article, I might just book a test ride.

Derek, Email.

**G'day Derek,
I agree, what were they thinking?
With the ZXR, CBR, FZR, etc out at
that time it really must have hurt
Suzuki to release a heavy, slow
and ugly 750. – Ed**



WINNER

CARNAGE FOR SALE!

Why do you need to torture me? I could not believe my eyes when I opened up the news pages of issue #96 to see Carnage for sale! My dream bike. My favourite *Rapid Bikes* feature bike ever! I even bought two issue and cut one up to make a laminated poster of the beast for my shed wall. I need to win lotto! I can't even afford the front wheel let alone the bike. For now I will keep on dreaming.

Brian, Email.

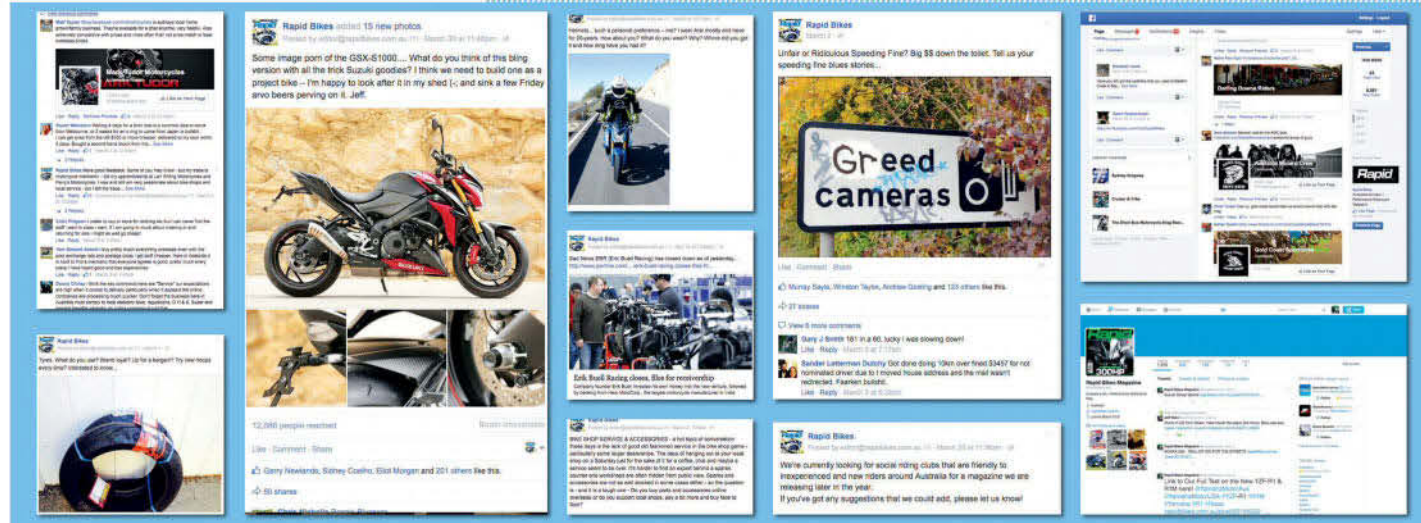
**G'day Brian,
It is an awesome beast. Stu McGraw is talking about yet another
build too, so stay tuned. You never know! – Ed**



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SOME HOT TOPICS ON SOCIAL MEDIA LATELY...



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WORDS: **MARCUS SEYMOUR** PHOTOGRAPHY: **FOTOEVENTI, JENNI BOOTH**

MUGELLO MAGIC!

A first hand look at doing a Mugello track day and it's more achievable than you would think!

I've just completed my first session of the Mugello Grand Prix circuit. I feel quite euphoric and a little lost for words when Francesco, my host, asks, "How it was?", 'I don't have the words', I say. 'I need a poet!'

My family and I had planned a European holiday visiting Italy, Spain and France, a whirlwind tour that involved a lot of planning especially if I was to include a once-in-a-lifetime trackday at Mugello. After several emails to and froing it was sorted. 'Honey, pack my leathers. Let's do this!'

At the track it's still quite early in the morning. The hills that surround the GP

track cast lengthy shadows over sections of the circuit. As I exit pit lane I cruise past the garages and I can't help but picture the heavy hitters Marquez, Rossi, Jorge and Dani exiting their pits and heading for the track. This is hallowed tarmac. This is Mugello.

The track is not completely foreign to me. I have cut many laps over the years on the Playstation. So I at least know which way it goes. I'm conscious on this out lap to take in the surrounds. It is absolutely beautiful. I'm sure only Phillip Island can rival Mugello for location. But both tracks have very different settings.

I meander around on the out lap soaking it all up. The shadows I mentioned

A track day overseas is a once in a lifetime experience for most, if they are lucky, and visiting a GP circuit like Mugello is unforgettable.

are quite surreal. As I enter turn one (San Donato) I am suddenly shrouded in shade for quite some time before exiting and once again being bathed in sunshine. This happens again at Luco and Poggio Seco.

The bike I am on is a 2014 GSX-R600 that I have hired from Motostart.

Francesco and his team looked after me like I was a Factory Suzuki rider. Having been used to doing race and track days back in OZ it was a welcome change to be able to kick back and relax. Everything from getting bikes on and off stands, warmers, fuel and even pressures were checked regularly for me.

As the day progressed I got more comfortable on the bike. Still, I was very conscious of making sure the bike was returned in one piece and that my Euro holiday was not ruined.



Next time I'm back in that part of the world I reckon Imola has my name written all over it... Or Monza... Or...



Coming off the final turn in third you see the long Mugello straight disappear over the horizon. Snicking up through the box it's not long before you reach the exit to the pits on the right hand side before taking the kink and transporting yourself to the left. No sixth gear wheelies here on the little 600.

I brake for the third gear Turn 1. Earlier I had been using second but after some advice from Francesco I started using third. Flick it left then right through Poggio Secco and hard on the gas heading to the chicane of Materassi and Borgo San Lorenzo.

Speaking of chicanes, talking with Francesco and hitting him up on some advice (he can do a two minute lap) he told me, "Enter the first chicken in third gear and hard on the way out of the chicken". I didn't correct him on his pronunciation, as his English was far superior to my Italian.

Now every part of the Mugello track was a complete pleasure to ride but the next section of track was my favourite. Heading down the hill into Cassanova followed by Savelli then the double right of Arrabiata1 and Arrabiata2 (Arrabiata means angry) 🚩



FEATURE

MUGELLO TRACK DAY



was biblical. I could do it over and over.

Between Arrabiata 1 and 2 you are hard on it, keeping it wide before rolling off a bit, getting the bike turned, searching the apex before winding it back on. Thing is, you can't see the exit so it was a matter of suck it and see for a couple of sessions.

Scarperia was for me one of the harder braking areas with a few bumps going in so the bike was a little loose here.

Correntaio is a right hander that seems to go on forever. You're on the right edge of the tyre for what seems an eternity. Next is the very fast 'chicken', Biondetti.

I never really came to grips with Biondetti. It's one of those pieces of track that every time I went through I would tell myself, 'C'mon, you can be way faster there.'

I think it would be one of the more rewarding parts of track once you nailed it.

From Biondetti get behind the bubble

and brake for the final double apex third gear Bucine – another corner that you are cranked over on for some time, this time on the left. Pick the bike up, wind on the throttle and let it drift towards the outside rumble. Fourth, fifth then sixth as you approach the Mugello bridge. And that ladies and gentleman is a lap of the sublime and wondrous Mugello GP circuit.

The track day promoters, Promo Racing, ran a fantastic day. Many thanks to Filippo. All sessions are timed so if you are too fast or slow for your group you can be shuffled around. There was never any congestion on track. One session in particular I barely saw another bike. They have no problems with you running cameras and Francesco let me mount camera mounts all over the Gixer. It really was awesome!

There was another Aussie there on the

Promo Racing and Motostart got a huge thumbs up for making the track day as relaxing and exciting as possible, making Marcus feel like a VIP for the day.

day, Pan. He had heard via a forum what I was up to and being in Italy at the same time thought, "Hey, why not".

If you're ever in Italy and you are even mildly entertaining the idea of doing something like this I can't recommend it enough. It's one of the great days of my life. Next time I'm back in that part of the world I reckon Imola has my name written all over it.

Or Monza. Or Jerez. Or Valencia. Or Aragon...Or Misano. Or Portimao... **AB**



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Mike Jones won both ASBK races, with Daniel Falzon second in both races. Ryan Hampton was overall third for the round.



Daniel Falzon on his way to two second places.



Mike Jones, riding to victory.

ASBK NEWS - MORGAN PARK RND 2

JONES TAKES QLD CLEAN SWEEP

Cube Racing Team pilot Mike Jones has swept the Yamaha Motorcycle Insurance Superbike class at the second round of the 2015 Yamaha Motor Finance ASBK Championship presented by Motul Pirelli. In glorious sunshine at Morgan Park in Queensland, Jones was a comfortable victor on the day, taking impressive wins in both Superbike races.

JD Racing's Daniel Falzon finished the round in second taking second in both his races, while Ryan Hampton (Next Gen Motorsports) claimed third overall with a fourth and third respectively.

There was an air of anticipation as the opening Superbike race got underway and by the end of lap one Jones had moved into the lead but the race was red-flagged after a group of roos made their way across the track.

An amazing restart saw Jones, Falzon and Hern come together, and in a test of nerve it was Jones who made way dropping behind the other two riders.

Hern took the lead at turn one from Falzon, and held onto it for the whole of lap one before he was overtaken by Falzon on the outside and Jones on the inside at the first corner of lap two.

Jones took the lead and at that point it was business as usual, after the local posted back-to-back sub 1:16 lap times to open a gap at the front from Falzon.

Hampton rode consistently well to hang on to fourth, while Lovett ended the race nearly 12 seconds ahead of Henry in fifth.

But up front it was all about Jones, who finished 17.242 seconds ahead of Falzon, with Hern a further 13-second behind.

Falzon took the lead into the opening turn of race two meaning Jones had to settle for second spot, with Hern following the pair in third.

It didn't take long for Jones to claim the lead, and he began to put a gap on Falzon, while Hern, Henry,

Hampton and Mutton were all bunched up behind them.

In the end it was a matter of how big the gap would be – Jones finishing a comfortable 13.448 seconds ahead of Falzon in second.

Hampton held on to third place, while Henry and Lovett rounded out the top five.

Jones now holds an 18-point lead in the Championship from Falzon in second, with Hampton a further 10 points behind in third.

SUPERSPORT: ELLIOTT MAKES IT LOOK EASY

New South Wales rider Brayden Elliott (Brayden Elliott Racing) has won both Yamaha Supersport races, to win the second round of the 2015 Yamaha Motor Finance ASBK Championship presented by Motul Pirelli in emphatic style.

Elliott continued on from where he left off in Saturday's qualifying by putting on a flawless show in front of the huge Queensland crowd.

Troy Guenther (Troy Guenther Racing) took second place for the round with two second-place finishes, while Kane Burns (GJ Gardner Homes) ended the round in third place after a third and fourth).

In the opening race of the day, Elliott came straight off pole and into the front from Guenther and Thyron Van Vuuren,

Burns settled into fourth with Chris Quinn (Coopers Pale Ale Yamaha) settling in fifth place.

On lap seven Van Vuuren came unstuck at turn seven and shortly after that, a crash at turn four caused the red flag to be raised, and with nine laps down the race restart was rescheduled as a four-lap affair.

At the restart it was again Elliott who got the early running and by the end of the opening lap Burns had moved into second spot, but was nearly five seconds behind the leader with Guenther in third. Aiden Coote (Yamaha YRD) moved into fourth and Phillis claimed fifth spot.

That's how the four lap-restart finished and with combined results Elliott claimed first spot from Guenther with Burns rounding out the podium. Coote and Nicolas Liminton (JD Racing) rounded out the top five.



Brayden Elliott lead the grid in Supersport with Troy Gunther taking two second places and Kane Burns took a third and fourth, for third overall.

In Race 2 it was again all about Brayden Elliott as he got off to a great start to take the lead early in the second race from Guenther and Burns.

Phillis settled into fourth place with Quinn rounding out the top-five.

At the halfway mark of the race, the gap between Elliott and Guenther was still less than a second, while Burns and Quinn were also in a close one-second battle of their own for third. Elliott was the standout performer though, holding Guenther at bay for another race win and a clean sweep of the round. Burns finished the race in fourth while Hyde finished fifth. In the overall Championship standings, Elliott holds a two-point lead from Burns, with Coote another four points behind in third.

MOTO 3/125GP: BARKER IMPRESSES

Callum Barker (K1 Racing) has come away with the Honda Moto 3/125GP round win, after winning the opening race on Saturday and the second race held on Sunday. Barker had to settle for third place in the final race after being issued with a 10-second jumpstart penalty.

He still managed to claim third

in the race, which was enough to give him the round win ahead of Ben Leonard and Brian Houghton (K1 Racing).

300CC PRODUCTION:

Western Australian rider Michelle Marais (SP Racing) has had an incredible weekend at Morgan Park, taking the round win in the Production class.

Marais pulled off a final race win on Sunday claiming the lead on the final lap, to hand her a hard fought round win ahead of Justin Hall and Victorian rider Ilish Ross (Chas Hern Racing).

After the opening race took place on Saturday, the second and third races contained the closest racing of the day

Two wins and a third place handed Callum Barker the round win for Moto3/125GP.



2015 Yamaha Motor Finance ASBK Championship STANDINGS AFTER RND2

SUPERBIKE

1	Mike JONES (QLD)	87
2	Daniel FALZON (SA)	69
3	Ryan HAMPTON (NZ)	59
4	Chas HERN (VIC)	50
5	Ben HENRY (QLD)	46
6	Troy HERFOSS (NSW)	45
7	Josh HOOK (NSW)	45
8	Philip LOVETT (NSW)	43
9	Philip CZAJ (VIC)	41
10	Linden MAGEE (QLD)	34

SUPERSPORT

1	Brayden ELLIOTT (NSW)	64
2	Kane BURNS (NSW)	62
3	Aaiden COOTE (VIC)	56
4	Michael BLAIR (NSW)	50
5	Chris QUINN (NSW)	41
6	Callum SPRIGGS (QLD)	41
7	Troy GUENTHER (QLD)	40
8	Cam RUSSELL (VIC)	34
9	Ryan TAYLOR (VIC)	33
10	Nicholas LIMINTON (SA)	31

MOTO 3/125GP

1	Matt BARTON (VIC)	105
2	Brian HOUGHTON (QLD)	99
3	Benjamin LEONARD (QLD)	94
4	Ted COLLINS (VIC)	91
5	Tom BRAMICH (VIC)	91
6	Callum BARKER (QLD)	87
7	Ollie SIMPSON (SA)	76
8	Tayla RELPH (QLD)	75
9	Clint CLARKE (QLD)	49
10	Lachlan KAVNEY (QLD)	4

300cc PRODUCTION

1	Michelle MARAIS (WA)	60
2	Justin HALL (NSW)	53
3	Ilish ROSS (VIC)	51
4	Drew SELLS (VIC)	50
5	Josh MCHENRY (VIC)	47
6	Chris GREENE (QLD)	47
7	Aaron LINHAM (WA)	42
8	Hayden SPINKS (NSW)	37
9	Craig WHITE (NSW)	26



Brayden Elliott had a round to remember.



A notable success of the weekend was the addition of two Club classes, with Tony Carroll (pictured) taking a clean sweep in the Formula 3. In the Supermoto class it was Kieran Dale taking the honours by dominating all three races.

AUSTRALIAN FX-SUPERBIKE CHAMPIONSHIP STANDINGS AFTER RND1

SUPERBIKE

1	Troy HERFOSS (NSW)	45
2	Aiden WAGNER (QLD)	45
3	Sean CONDON (NSW)	44
4	Wayne MAXWELL (VIC)	36
5	Cru HALLIDAY (NSW)	32

SUPERSPORT

1	Callum SPRIGGS (QLD)	75
2	Michael BLAIR (NSW)	66
3	Brayden ELLIOTT (NSW)	60
4	Mitch LEVY (NSW)	49
5	Troy GUENTHER (QLD)	47

FORMULA OZ

1	Phil LOVETT (NSW)	69
2	Mitch PAYNTER (QLD)	60
3	Simon GALLOWAY (NSW)	58
4	Paul BYRNE (Ire)	50
5	Paul DUTTON (NSW)	47

NAKEDBIKE F1

1	Angus REEKIE (NSW)	75
2	Adrian PIERPOINT (QLD)	66

NAKEDBIKE F2

1	Ian GODWIN (NSW)	72
2	Richard DRAPER (NSW)	69

NAKEDBIKE F3

1	Stephen COOPER (SA)	75
---	---------------------	----

NINJA 300

1	Luke BURGESS (QLD)	67
2	Ben WHITE (VIC)	64
3	Jack DAWES (NSW)	52
4	Mitchell PIROTTA (NSW)	43
5	Samuel DAVISON (NZ)	39

PRO-TWINS F1

1	Michael McMILLAN (QLD)	67
2	Mario GONZALEZ (NSW)	64
3	Chris PERINI (NSW)	63
4	James ARNOLD (SA)	50
5	Grant BARRATT-THOMPSON (NSW)	48

PRO-TWINS F2

1	Darren JONES (SA)	75
2	Sophie LOVETT (NSW)	66
3	Philip BARTUSH (NSW)	40

ASC NEWS - RND 1

HONDA BLITZ

Team Honda Racing now leads the Australasian Superbike Championship claiming the overall victory at Round 1 in Sydney in a thrilling display of the Honda CBR1000RR SP at its best. The championship leader after Round 1 is Troy Herfoss with 48 points and in second place on the leaderboard with

A-FX SBK NEWS - RND 1 IMAGES: KEITH MUIR

TEAM HONDA RACING TAKE THE LEAD

A fantastic start to the season for Team Honda Racing with Troy Herfoss and Aiden Wagner taking a win apiece in the FX-Superbike event at Sydney Motorsport Park, while placing Herfoss on Pole and Wagner in P2 on the grid heading into the Swann Insurance Superbike races.

Wagner completely exceeded everyone's expectations by winning

his first ever Superbike race and recording a new Superbike lap record in the process with a lap time of 1:30.666 on lap four of Race 1.

Having had only a day of practice to familiarise himself on the CBR1000RR SP, the Queensland rider came out guns blazing and also managed a third place in Race 2. Wagner said, "I couldn't be

happier with my results today. To win the first race and get third in Race 2 was just incredible. I feel really good on the Honda CBR1000RR SP and I can't wait to do it all again tomorrow. What an awesome day today, thanks Team Honda Racing!"

It was Troy Herfoss who took the Race 2 win with a fastest lap time of 1:31.825 and with a third place under his belt from Race 1, and he was determined to keep the momentum going for the following Swann series races. "We have had a good start to the year with today's results, but we have a long road ahead. Shaun and Paul have worked very hard in the lead up to the event to ensure we have the best bike possible and Glenn has been flawless on the tools.

"I am really happy to start tomorrow from Pole position and I know our Fireblade is competitive so I'm looking forward to getting back out there and finishing the weekend strongly."



Troy Herfoss and Aiden Wagner celebrating a great weekend for Team Honda Racing.



Troy and Aiden Wagner dominated.



Aiden's superbike debut saw him take an AFX and ASC Superbike race win apiece and a second in each.

Race 1 belonged to Wagner who battled at the front confidently and took the race win just .098s ahead of team mate Troy Herfoss.

Not to be outfoxed, Herfoss took every opportunity in Race 2 to make it his own and the two Honda riders battled the entire race distance for the win. Herfoss claimed the victory with a lap time of 1:31.122s, just 0.056s ahead of Wagner.

The win gave Herfoss the Round honours and the championship lead. Herfoss said, "What an awesome weekend after a long off season. We proved again that the Honda CBR1000RR SP is a winning package. I am so happy to leave Sydney with both championship leads and a Pole position.

SWANN INSURANCE AUSTRALASIAN SUPERBIKE CHAMPIONSHIP STANDINGS AFTER RND1

SUPERBIKE

1	Troy HERFOSS (NSW)	48
2	Aiden WAGNER (QLD)	47
3	Wayne MAXWELL (VIC)	38
4	Cru HALLIDAY (NSW)	38
5	Glenn ALLERTON (NSW)	31

SUPERSPORT

1	Brayden ELLIOTT (NSW)	62
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3	Mitch LEVY (NSW)	53
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2	Phil LOVETT (NSW)	69
3	Darren WILBOW (NSW)	56
4	Simon GALLOWAY (NSW)	52
5	Brett KITCHIN (QLD)	47

PRO-TWINS/NAKEDBIKE

1	Angus REEKIE (NSW)	72
2	Beau BEATON (NSW)	69
3	Darren JONES (SA)	56
4	Mario GONZALEZ (NSW)	54
5	Michael McMILLAN (QLD)	52

NINJA 300

1	Luke BURGESS (QLD)	72
2	Tony JONES (QLD)	64
3	Ryan MASRI (NSW)	52
4	Ryan SELLEN (NSW)	45
5	Samuel DAVISON (NZ)	43

INTERNATIONAL CHAMPIONSHIP STANDINGS

MOTOGP CHAMPIONSHIP STANDINGS AFTER RND 3 (ARGENTINA)

MOTOGP

1 Valentino ROSSI	Yamaha	ITA	66
2 Andrea DOVIZIOSO	Ducati	ITA	60
3 Andrea IANNONE	Ducati	ITA	40
4 Jorge LORENZO	Yamaha	SPA	37
5 Marc MARQUEZ	Honda	SPA	36
6 Cal CRUTCHLOW	Honda	GBR	34
7 Bradley SMITH	Yamaha	GBR	28
8 Aleix ESPARGARO	Suzuki	SPA	22
9 Pol ESPARGARO	Yamaha	SPA	15
10 Maverick VINALES	Suzuki	SPA	15
16 Jack MILLER	Honda	AUS	6

MOTO2

1 Johann ZARCO	Kalex	FRA	53
2 Alex RINS	Kalex	SPA	49
3 Sam LOWES	Speed Up	GBR	41
4 Franco MORBIDELLI	Kalex	ITA	33
5 Jonas FOLGER	Kalex	GER	32
6 Mika KALLIO	Kalex	FIN	31
7 Thomas LUTHI	Kalex	SWI	30
8 Xavier SIMEON	Kalex	BEL	20
9 Hafizh SYAHFIN	Kalex	MAL	20
10 Sandro CORTESE	Kalex	GER	20
13 Anthony WEST	Speed Up	AUS	11

MOTO3

1 Danny KENT	Honda	GBR	66
2 Efrén VAZQUEZ	Honda	SPA	49
3 Enea BASTIANINI	Honda	ITA	40
4 Fabio QUARTARARO	Honda	FRA	39
5 Isaac VINALES	Husqvarna	SPA	33
6 Brad BINDER	KTM	RSA	28
7 Alexis MASBOU	Honda	FRA	25
8 John MCPHEE	Honda	GBR	22
9 Karel HANIKÁ	KTM	CZE	18
10 Romano FENATI	KTM	ITA	16



WSBK CHAMPIONSHIP STANDINGS AFTER RND 4 (DUTCH ROUND)

WSBK

1 J. REA	KAWASAKI	190
2 L. HASLAM	APRILIA	140
3 C. DAVIES	DUCATI	123
4 T. SYKES	KAWASAKI	88
5 J. TORRES	APRILIA	83
6 S. GUINTOLI	HONDA	65
7 M. VD MARK	HONDA	60
8 N. TEROL	DUCATI	48
9 M. BAIUCCO	DUCATI	48
10 L. MERCADO	DUCATI	45
17 T. BAYLISS	DUCATI	15
23 J. METCHER	KAWASAKI	2

WSS

1 K. SOFUOGLU	KAWASAKI	80
2 P. JACOBSEN	KAWASAKI	55
3 J. CLUZEL	MV AGUSTA	45
4 K. SMITH	HONDA	45
5 L. ZANETTI	MV AGUSTA	41
6 G. REA	HONDA	37
7 R. WILAIROT	HONDA	36
8 R. ROLFO	HONDA	35
9 A. BALDOLINI	MV AGUSTA	33
10 L. MAHIAS	KAWASAKI	22
20 G. SCOTT	HONDA	4
22 A. WAGNER	YAMAHA	3

WAGNER 1000

1 L. SAVADORI	APRILIA	45
2 R. DE ROSA	DUCATI	33
3 O. JEZEK	DUCATI	27
4 K. COGHLAN	YAMAHA	26
5 R. TAMBURINI	BMW	25
6 B. STARING	KAWASAKI	18

BSB CHAMPIONSHIP STANDINGS AFTER BRANDS HATCH RACE 2

1 Shane Byrne	PBM Kawasaki	85
2 James Ellison	JG Speedfit Kawasaki	79
3 Josh Brookes	Milwaukee Yamaha	58
4 Stuart Easton	PBM Kawasaki	42
5 Dan Linfoot	Honda Racing	33
11 Jason O'Halloran	BMW	22
12 Billy McConnell	BMW	21
15 Broc Parkes	Yamaha	13
21 Josh Waters	Suzuki	2

AMA PRO RACING STANDINGS AFTER ATLANTA RACE 2 SUPERBIKE

1 Cameron Beaubier	95
2 Josh Hayes	65
3 Jake Lewis	60
4 Bernat Martínez	51
5 Elena Myers	38
6 Chris Ulrich	34
7 Roger Hayden	32
8 Ricky Orlando	14
9 Aaron Hersh	13
10 Stefano Mesa	11

SUPERSPORT

1 Garrett Gerloff	65
2 JD Beach	57
3 Josh Herrin	54
4 David Anthony	40
5 Ben Young	30
6 Tomas Puerta	24
7 Kaleb De Keyrel	22
8 Cameron Peterson	21
9 Kyle Wyman	17

STARING

CHALLENGES

First of all I have to apologise for the absence of my column in the last few issues. I guess we could put this down to some technical difficulties but we're sorted now and I'm happy to be back among *Rapid's* pages.

Of course a lot has happened since I finished up last year, I'm racing in World Superstock again with Pedercini Kawasaki. I'm happy to be back in this category, even if I have ridden in four categories in the last three seasons. Life's not perfect and racing certainly isn't either. I've told a lot about my struggle to stay in the game with limited results over the last two seasons. But at the end of the day, all I want in a chance to fight for my career again.

It would seem I got my wish this year. There's potentially not many riders in the world with more experience on a Kawasaki Superstock bike than me. So it was nice for Kawasaki to put their faith in me again to win a championship this year.

Unfortunately it's been no dream start, given my previous statement, everyone has expected more from us and to be honest, it's been a complete slap in the face to have a sixth and eighth in our first two events this year.

The most frustrating part from my side is that I've got the speed, I've always had it. I know I can do it and my team believe in my ability. The truth is I'm suffering incredible arm pump! It's so odd because in 20 years of racing I've never had this problem, not in my MX days and not even on the GP bike over a 45-minute race. I had an awesome summer of training on the MX bike and I didn't even suffer in



preseason testing this year. So I don't get it. Since FP1 at round 1 I've been struggling to get through the sessions let alone the races. I'm not nervous or riding tight (I don't think), I haven't changed the bike or my technique.

So as I harp on about fighting for my career, the fact is that fighting in the race is a huge difficulty. I've just been circulating for the last half of the race, I've been completely helpless against the riders passing me. I never look for excuses and I'm always honest with the team and Kawasaki, I thank them for being very understanding. There's a lot of news about arm pump in the media at the moment because of Pedrosa's current condition.

I can't explain to you how difficult it is to ride with this issue, it completely takes away the power from your forearm and the feeling for the brakes

and throttle, making the bike change direction feels comparable to a one handed chin up!

In Aragon I was literally braking 20m early, pulling the lever with every bit of strength I had and praying (I'm not religious) that I'd stop for the turn or before I took another rider down. I was lucky to be sixth there and in Assen I was lucky the race was shortened five laps because it was much the same. It really killed me that Assen was the weekend directly after Aragon, only giving me four days recovery. I could still feel the fatigue in my arm before I started FP1 in Assen.

I'm considering a lot of options at the moment. Surgery isn't my first option, I hope to take delivery of a MX bike before Imola and prepare like I do over the summer in Australia. But for the moment I know my arm needs some rest.

The other side is that Superstock 1000 this year is easily the deepest class of all the WSBK categories, with 13-15 riders spread over a second in some sessions. And all the bikes have taken a step forward, at the moment we're desperate for some stronger acceleration from the Kawasaki. The team are well aware of this and are back to the drawing board for some answers, my job will be easier if they're successful. The engine is relatively unchangeable in Superstock, so we'll be looking to find something more from our electronics, fueling and maybe the exhaust system.

Given this is my first column this year, I'd like to give my sponsors a mention and thank them for supporting me again, Risk and Investment Advisors Australia, Berrysweet Strawberries, Leda Nutrition, Choice Home Loans, Kawasaki Europe, Kawasaki Australia. Ride safe!

Bryan Staring
Twitter: bryanstaring67

"The truth is I'm suffering incredible arm pump! It's so odd because in 20 years of racing I've never had this problem..."



SHORT SHIFT

COMEBACKS

Hollywood loves a fairy tale comeback but it's harder in the real world. Mike Hailwood's successful return at the Isle of Man in 1978-79 was a classic, while Freddie Spencer's 500 GP comeback a decade later sadly saw him replaced before season's end.

Next month, twice world MotoGP champion Casey Stoner will start a motorcycle road race for the first time since 2012, in the Suzuka 8-Hour.

Already this year we've seen a cameo from three-times world Superbike champion Troy Bayliss in the Phillip Island and Thai WSBK rounds, subbing for an injured Davide Giugliano on a works Ducati.

Having worked two more times with favourite engineer Ernesto Marinelli (who now runs the Ducati Superbike effort) and satisfied himself that he still had the skill, Bayliss was content to finally call time at age 46.

Time didn't permit any specialised training but Bayliss is still fit from cycling and dirt tracking, and had been part of the test-riding phase for the Panigale Superbike.

"I was basically depressed for two years," Bayliss said, reflecting on his retirement in 2008. "But now I know I can still be fast! I did this comeback for a lot of reasons, and in the end I made some really good progress. I wanted to do one more event after Phillip Island to see how it would go.

"I love racing, Ducati and the people that work here. I was lucky enough to finish my career fit and healthy, and I've seen that I can still be fast, but now I am ready to enjoy life with my family."

Marinelli commended Bayliss for, "Giving his all with the same determination he has always shown. Time might have passed but some things never seem to change – Troy is always Troy."

We might call it Bayliss's second comeback. He was called back into the works Ducati GP squad for Valencia in 2006, replacing an injured Sete Gibernau, and led all 30 laps. In parc ferme he gave the man who sacked him from the GP team, Livio Suppo, a hearty "vaffanculo".

Casey Stoner's entry in Japan's biggest motorcycle race is new territory – as an international road racer, he's never competed in an endurance classic, raced a machine with a roadster-based engine or raced at Suzuka. The third point could be part of the attraction – an old-style flowing circuit he would have seen on TV in the Mick Doohan era.

Stoner will ride alongside twice winners Michael van der Mark and Takumi Takahashi. In the last two years Stoner has test ridden the works and customer RCVs, and in February at Sepang sampled a CBR1000RRW.

Testing seemed the perfect situation for Stoner, given his distaste for "PR bullshit" at GPs... being paid to ride the world's best racing motorcycles with no crowd, press or sponsor functions.

The Suzuka entry surprised long-term Stoner watchers. Prior to Honda Racing Corporation's announcement on March 27, they'd never heard him say the 8-Hour was on his bucket list.

Here's the twist. Within days, Stoner was asking Honda if he could make a mini GP return. HRC boss Shuhei Nakamoto had been trying for two years to talk Stoner into wildcard appearances.

Stoner wanted to stand in for Dani Pedrosa, who battled arm pump in the Qatar GP and subsequently had a third round of surgery on his forearms.

But just as quickly, Suppo (who returned to



Honda five years ago and then hired Stoner) suggested it was not an option. Nakamoto confirmed this in Austin, saying he wouldn't ask Stoner to do a GP without any testing. In his view, when Stoner is on a works Honda he races for a podium. That means having a race set up and a crew who know him.

Stoner Tweeted, "Sorry to everyone but I am not racing @circuitamericas next weekend, it would have been an honour to ride for @26_DaniPedrosa." And that replacing Pedrosa, "Wasn't meant to be".

He followed up with, "Bummer I'm not racing, no prep was needed as I wasn't planning on winning, just replacing a good friend and having some fun in Texas!"

To remind you of Hailwood's feat, he returned to the Isle of Man in 1978, at age 38, having not raced there since 1967. It was a circuit he knew intimately. His 1967 lap record of 108.76mph on the unwieldy Honda 500-4 wasn't bettered on any bike until 1975 and on a 500 until 1976.

Hailwood won the 1978 TT Formula One race (a one-race world championship that year) on a Ducati, with a best lap of 110.63mph.

The following year on a Suzuki he lapped at 114.02mph in winning the 500 TT, simply flowing through fast curves. Then Australian Unlimited Champion Murray Sayle saw the race, saying, "He looked like he was riding to work." **RB**





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PITT STOP



PODIUM PLACING

It's been a couple of good weekends on the bounce for us after the disaster at Round 1 in Australia. PJ has managed to put the bike on the podium in Thailand and then again in Aragon, which has left us second in the Championship and not too far off the lead. We have benefitted a little through the misfortune of Cluzel (the poor bastard) and the fragility of the MV.

Thailand was still a little frustrating though as I think we really had a good shot at winning the race when PJ closed Wailarot down to under a second and then decided to settle for second, four laps before the finish when he had two seconds on Sofuoglu. Kenan never gives up and without PJ noticing, he caught him and passed him on the last corner of the race, which really caught PJ by surprise.

I think it woke him up a little because he came to Aragon with a very determined attitude and at the end of Friday free practice was P1. We qualified on the front row and really fought for the win with Cluzel and Kenan.

PJ went past both early to lead and showed his confidence is there now and a new fork setting has really given him that confidence to pass anybody on the brakes now.

Second place and the fastest lap of the race after qualifying on the front row means we are just about there now and to me if we get the most out of each weekend we should be at worst third. At Aragon these three riders were a level above all the others so that is how we need to keep it going now and I know that win is just around the corner.

It was great to catch up with Bryan Staring again and good to see him full time in the paddock again with all the support of



Kawasaki for the Stock 1000 championship.

With all these new 1000cc bikes and updates to current models Kawasaki has been left a little behind and without doubt are going to need Bryan to make up the difference. Bryan's boss Lucio Pedercini is an old friend and has agreed to let PJ eat in his hospitality this year, which has now become the best in the paddock so we will be seeing plenty of Bryan this year.

You walk into Lucio's for dinner and it is a who's who of the Superbike paddock all sat down at different tables sampling Lucio's cuisine.

Over in the Moto3 paddock we have managed to get some support for Remy Gardner in the shape of Premier Helmets. After a few calls from Wayne initially, about finding some track days for Remy to learn some of the European circuits we touched on the helmet thing and with a little push to my

"We are just about there now and if we get the most out of each weekend we should be at worst third..."



father in law we got it down. 'Don't worry Remy we will get some colour on the official video game'.

Here at Assen on Thursday I am about to get myself suited up and go and do my track guide laps for Dorna and Nilox cameras. It is something Dorna use on the WSBK website to give people a guide on each circuit which is sponsored by Nilox.

Nilox is a GoPro style camera that is mounted all over a standard ZX-10R prepared by the Kawasaki Racing Team and records from all the different angles during the three or four laps I do. Bit of fun for me and better for the viewers to see a decent lap around each circuit.

So the plan is to keep building momentum here at Assen for us and hopefully Bryan has a good weekend but right now I am off to cut a few laps at one of my all time favourite tracks around the world.

Andrew Pitt

WITH **HEATHER WATSON**

SBK ROUND-UP

DUCATI PANIGALE RACE WIN

After two 'long-haulers', the SBK championship kicked off its European leg over the weekend of April 10-12 in Spain, at Motorland Aragón and the event certainly wasn't short on action!

A highlight on race day was undoubtedly Chaz Davies' sterling work in the second of the day's SBK races, powering the Panigale R to its first ever world championship race win. It was also Chaz's first victory since moving to Ducati so the result was easily as significant to him as it was to the men of Borgo Panigale who'd worked for more than two years to achieve this goal.

"It's extremely important to me, to be able to repay Ducati, Aruba and all of the ducatisti with the first win for the Panigale R. I know that everyone has been working tirelessly to obtain this result", commented the Welshman.

Johnny Rea snatched the race 1 victory from Davies by just 0.051 of a second, further proof if any were needed of how close this year's racing really is. Johnny told us, "I did not expect to win here because Tom and Chaz are really fast and this is their best circuit."

"So to finish with a first and second today is a bit surreal."

Other strong performances came in the shape of Sykes (race 1), Haslam and Torres. Sykes crossed the line third in race 1, though crashed out in race 2 – the Englishman was lucky to walk away unhurt from what was a pretty spectacular highside.

After two 'Brit-pack' podiums, the British contingent also leads the way in the general standings, with Rea, Haslam and Davies now occupying the top three spots.

There was also an unexpected shake up



after only a couple of race weekends, with Ayrton Badovini being been drafted in to the BMW team, replacing Sylvain Barrier for the rest of the 2015 season (Barrier returns to Superstock 1000, on the Yamaha). And while Davide Giugliano continues to recuperate (he'll be back on the Panigale at Round 5 Imola), he's substituted by Spaniard Xavi Forés at the Aragon and Assen rounds.

Both these 'new entries' in 2015 were on fire in Spain both in qualifying and on race day, despite a lack of track time in recent months prior to arriving in Spain.

In Supersport, Kenan Sofuoglu stormed to the win, increasing his championship advantage over American PJ Jacobsen. After a disappointing 2014 campaign, the Turk – and 2012 Supersport Champ – is clearly a title contender again this season. Sydney-native Glenn Scott crossed the line nineteenth – he's currently twentieth in the general standings.

The Stock 1000 and Stock 600

championships – both of which consist of seven European races – finally got underway at Motorland. Italians Roberto Tamburini and Lorenzo Savadori led the way in the Stock 1000, with Aussie Bryan Staring closing in sixth, while up-and-coming rider Toprak Razgatlioglu dominated the Stock 600 camp.

From fifth on the grid, the 18-year old Turk was able to score the double win. This season's Stock 600 field sees a massive 38 entries hailing from 17 countries including some under-represented nations such as Uruguay, Brazil and New Zealand (in the shape of Jake Lewis, on the Yamaha) – such an extensive line-up undoubtedly includes some of the stars of tomorrow!

Former World Champ Carlos Checa was on hand over the weekend in his role and presented the Superpole prizes in his role as Ducati brand ambassador. Now a qualified pilot, he also made quite the entrance, flying in in his 2002 Sierra and scaring journalists witless when he passed close to the media room window!

With all the excitement that it brings, it's just a pity that the Aragon track doesn't attract a larger crowd, especially considering the Spanish motorcycling tradition but then the event does have to compete with four Spanish MotoGP events and the Jerez SBK race.

Speaking of crowd figures, the Thai Chang Circuit deserves a mention here, managing to get an 85,000-strong crowd through its gates over the weekend (according to figures published by Dorna). That made it the most visited SBK weekend since the French track of Magny-Cours hosted the 2012 finale, demonstrating just how strong the Asian market is becoming.

The SBK tour rolls on, with the Superbikes heading straight on to the Assen TT circuit for Round 4 before one of the busiest rounds at Imola. **RB**





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ROUND 1	WSBK, PHILLIP ISLAND GRAND PRIX CIRCUIT	VIC	FEBRUARY 19 - 22
ROUND 2	MORGAN PARK RACEWAY	QLD	APRIL 10 - 12
ROUND 3	BARBAGALLO RACEWAY	WA	MAY 22 - 24
ROUND 4	SYMMONS PLAINS RACEWAY	TAS	SEPTEMBER 4 - 6
ROUND 5	PHILLIP ISLAND GRAND PRIX CIRCUIT	VIC	OCTOBER 2 - 4

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ADELAIDE & SYDNEY



ADELAIDE AWAKENS

With a round of the Australian Pro Stock Motorcycle Championship as well as the Summit Sportsman Series, Adelaide was the place to be.

PRO STOCK MOTORCYCLE

Pro Stock Motorcycle had five posted entries, reduced to four after the first session of qualifying with Glenn Wooster withdrawing from the event with problems. Running over the full quarter mile the top three qualifiers were separated by less than two hundredths – if the class could just gain a few more bikes, it could revive the bracket's glory days.

Maurice Allen aboard the Milwaukee Tools Suzuki sat poised on the top of

the qualifying sheets with a 7.382 just ahead of Scott White on a 7.395. White, though, was confident his Suzuki could go a lot quicker matching his 60ft PB before succumbing to tyre spin on his second qualifier which netted a 7.400.

Pro Stock Motorcycle rookie Ryan Learmonth was a whisker behind White with a 7.399, and felt he would have gone quicker too had he not had to abort his final qualifier at 1000ft when the bike drifted offline. Rounding out the small field with a 7.625 was former

champion Lorry Ireland.

Round one, now essentially the semi finals, kicked off with a scary ride from White, the front fairing of the Suzuki broke away acting like a sail nearly dragging the rider off the bike. As the bike entered the braking area the fairing broke away completely, going under the rear wheel and tearing up the rear bodywork. To make matters worse, opponent Learmonth had won the race 7.42 to a 7.60. In the other match up Allen had no trouble with the track conditions with a crushing 7.20 defeat of Ireland.

The final of youth versus experience saw Learmonth get the early lead at the green following an old fashion burndown, by half track Allen had the rookie passed and powered on to a 7.28 win over a 7.55 that spun the tyre off the line. Allen put the increase of





Comp Bike was dropped due to limited numbers, with some riders competing in Modified Bike instead.



performance down to finding some 'stuff' during the off-season and believes there is more than a tenth still left in the bike.

MODIFIED BIKE

Rob Cassar made a return to racing aboard his nitrous Comp Bike for the first time in twelve months, but the bracket was dropped due to racers not turning up and he found himself top qualifying in Modified Bike.

Cassar improved in round one against Shane Walker but broke out. Walker was still in eliminations at quarter-final

time and sent the Western Nationals winner Ian Read home. Nathan Stone ran down David Willis with an 8.48 on a 8.40 forcing the Kawasaki rider to break out courtesy of a better reaction.

Gavin Dohnt went red finishing out the round allowing Joe Khoury to test the Destroyer's dial in with a 9.43 on a 9.42.

Walker again had the holeshot in his semi final fight with Stone, the Destroyer rider taking a comfortable win in the end with a 9.66 on a 9.65. Khoury served notice on a bye into the final carding a 9.407 on a 9.40 that he'd be a force in the final. It may have worked with Walker picking the cherry off the tree by four hundredths and the New South Welshman Khoury going away from Adelaide carrying the Christmas Tree trophy.



NSW CHAMPS: ROUND 1

With 250 entries, the opening round of the 2015 Atura NSW Drag Racing Championships at Sydney Dragway made history and was the largest single-day meeting ever successfully completed in Australia. Despite the rain, The A-Team never gave up and got the track dried and safe for racing a few times during the day.

RAPID BIKES MODIFIED BIKE

With six racers stepping up from Street Bike, 20 racers fronted for the first round of eliminations.

Top qualifier Rob 'Simmo' Simmonds was a third of the remaining three racers in the fourth round of eliminations, also known as the semi-finals. His opponent was Matthew Hunt, current NSW Modified Bike Champion. Simmo had the better reaction but broke out with a 0.03-under 8.80 against Matt's safe

and winning 9.41. Brett Curnow had the semi-final bye and an automatic place in the final against Hunt.

The final was won by Curnow who now has a ten point lead over Hunt.

SYDNEY DRAGWAY STREET BIKE

Even with six traitors stepping across to Mod Bike, there were still 18 racers in the first round of Street Bike.

After three rounds of eliminations the three semi-finalists were Manuel Hliounakis who earned the bye and

instant entry to the final. The paired semi was between top qualifier John 'Pucko' Puckeridge and our own Mick Withers. Mick's .050 reaction was better than Pucko's .222 and the GSXR1000 rider broke out with a 0.01-under 10.04 against Mick's safe 10.63.

Hliounakis earned the instant win when Mick redlighted with a minus 0.044 reaction. At the stripe, Hliounakis ran 11.34 on his 11.27 against Mick's 0.01-over 10.61 but a redlight is a redlight. Manuel left with 100 points against Mick's 90.

Numbers proved record breaking at the NSW Champs first round, with plenty of variety of machines out on the track. Our own Mick Withers just missed out on a win after a redlight in the finals aboard The Short Bus.

ATURA

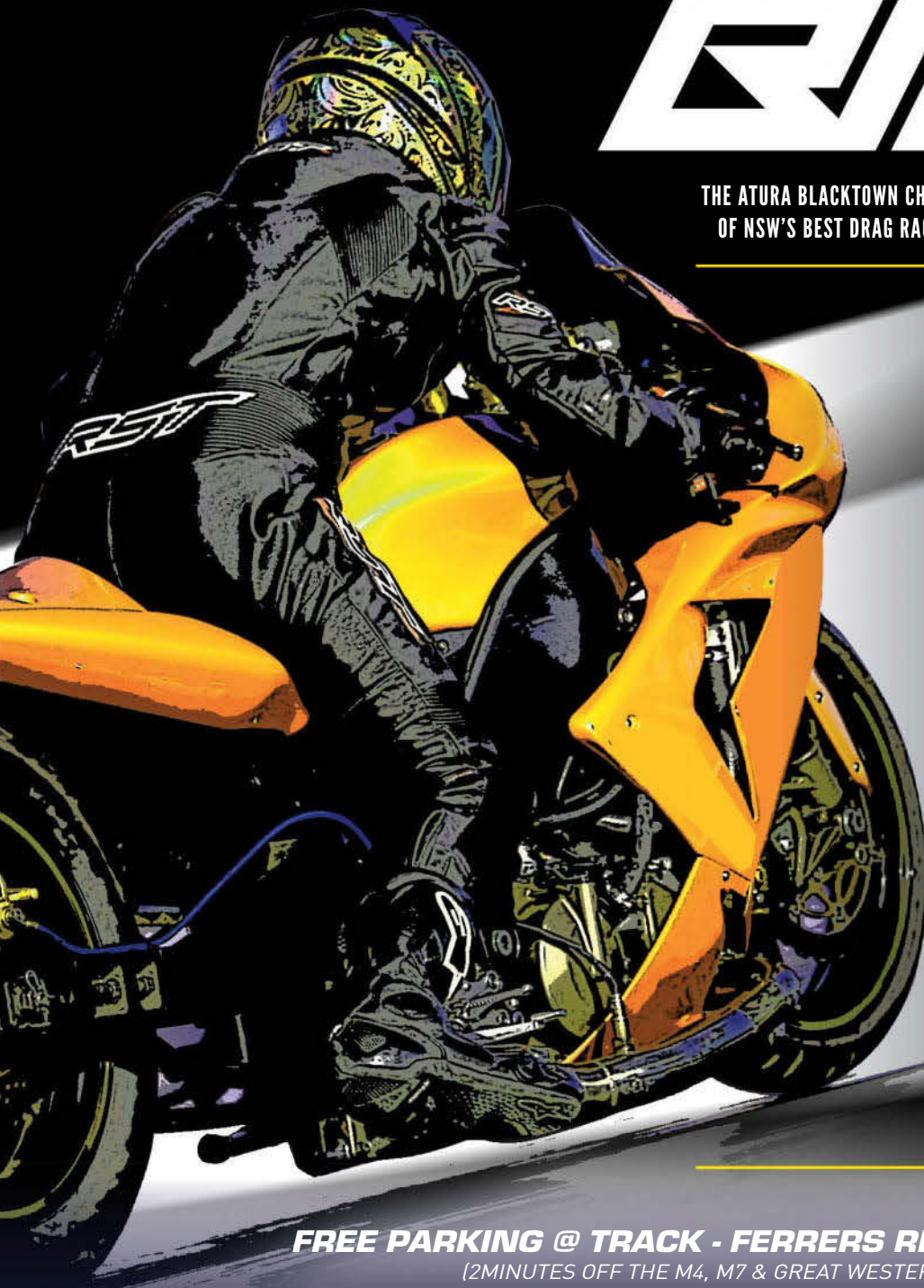
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Winter is in full force and it's cold, often wet and early starts are even harder than usual, even if you're heading to a track day with your bike. If you're not riding though, there's still plenty to do whether it's reorganising the man cave or all those bike projects you put on hold while the riding weather was good!

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REAREND



SPECTATOR

2015 MOTOGP

27 June,	Assen - Netherlands
12 July,	Sachsenring - Germany
09 August,	Indianapolis - USA
16 August,	Brno - Czech Republic
30 August,	Donington- Great Britain
13 September,	Misano - San Marino
27 September,	Motorland - Aragon
11 October,	Motegi - Japan
18 October,	Philip Island - Australia

25 October,
08 November,

Sepang - Malaysia
Valencia - Valencia

2015 AUSTRALASIAN SUPERBIKE CHAMPIONSHIP & AUSTRALIAN FX-SUPERBIKE

26-28 June,	Sydney Motorsport Park, NSW
14-16 August,	Queensland Raceway, QLD
25-27 September,	Wakefield, NSW
23-25 October,	Winton, VIC
4-6 December,	Sydney Motorsport Park, NSW

2015 ASBK CHAMPIONSHIP

11-13 September,	Symmons Plains
23-24 October,	Phillip Island

2015 HONDA RJAYS ROAD RACE SERIES

1 August,	Rnd 4, Wakefield, NSW
2 August,	Rnd 5, RB Endurance 4 Hour, Wakefield
7 November,	Rnd 6, SMSP, NSW
8 November,	Rnd 7, SMSP, NSW

2015 WSBK CHAMPIONSHIP

21 June,	Misano, Italy
5 July,	Moscow, Russia
19 July,	Laguna Seca, USA (SBK only)
2 August,	Sepang, Malaysia
20 September,	Jerez, Spain
4 October,	Magny-Cours, France
18 October,	Losail, Qatar

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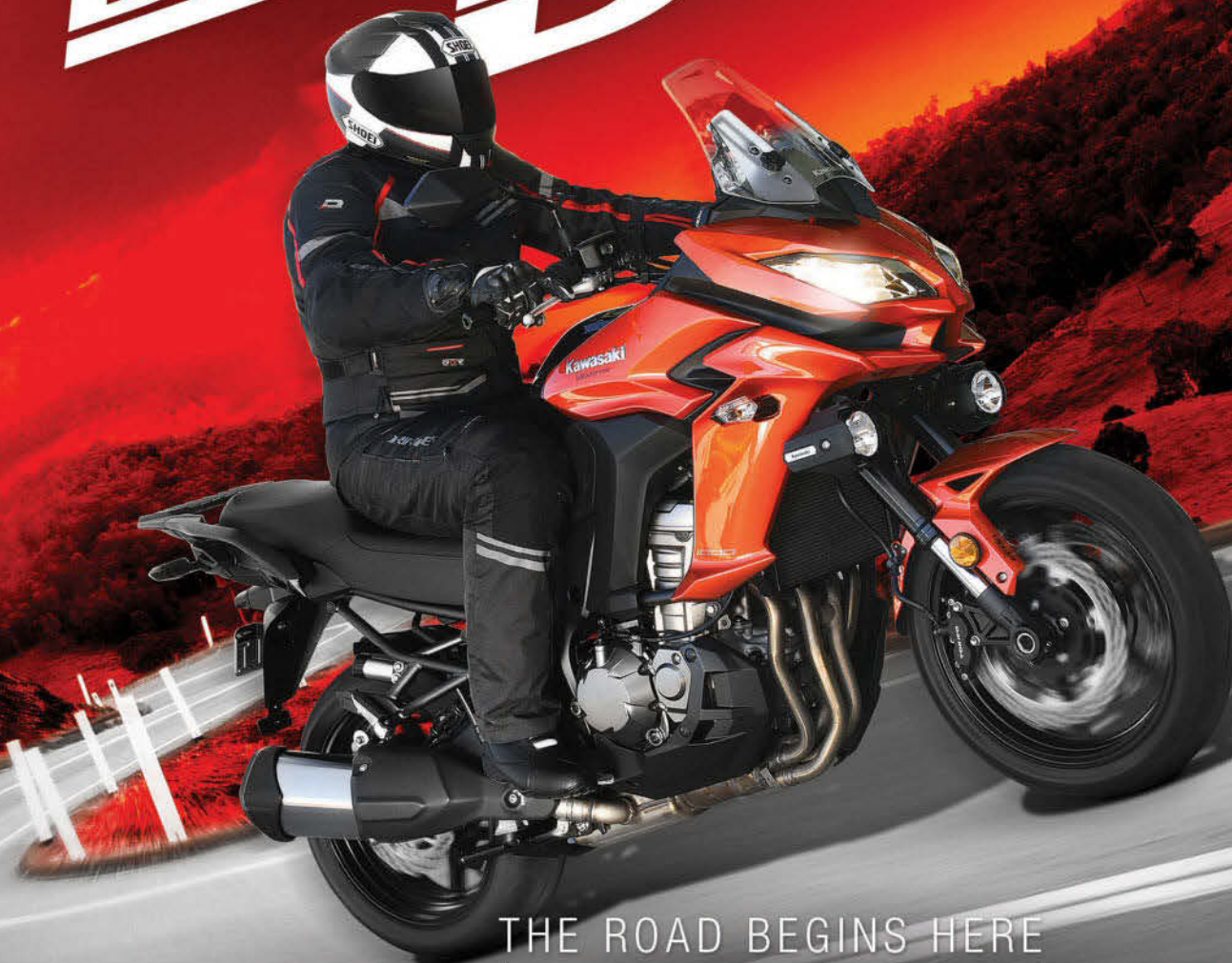
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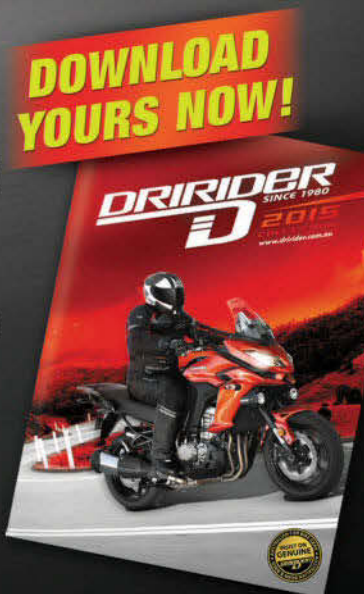
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